

VIEW OF BRIDGEPORT HARBOR.

THE STANDARD'S
HISTORY
OF
BRIDGEPORT

THE INSTITUTIONS OF THE CITY—ITS GROWTH FROM SMALL
BEGINNINGS—THE CONTRASTS OF THE PRESENT
WITH THE PAST

THE PROMISE OF THE FUTURE

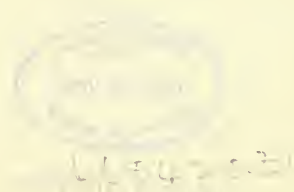
*WITH MANY ILLUSTRATIONS MADE EXPRESSLY
FOR THIS WORK*

PUBLISHED BY
THE STANDARD ASSOCIATION

COMPILED BY
GEORGE CURTIS WALDO

1897

COPYRIGHT 1897 BY F. T. SMILEY & CO.





PREFACE.

THE compiler of this historic paper has been painfully aware of the limitations in time and space under which he has labored, and as the work has unfolded itself before him the wish for months in place of weeks, and chapters where only pages were possible has been an ever present one. But if he has succeeded in putting into presentable shape the outlines of the history of Bridgeport, and of indicating where lies the most available material for the writer of the future history, and if he has given also some savor of the quality of that material, he has not entirely failed. Every one who does honest work on a local history, no matter how restricted his scope, helps a good cause, and makes easier the labor of those who follow him, and though this step may not be so long as some others have taken, it is hoped that it is, at least, in the right direction. The writer acknowledges his indebtedness to the historical notes of Major Wm. B. Hincks, to the papers of the late R. B. Lacey, Esq., to Orcutt's History of Bridgeport and Stratford, and, more particularly, to the historic records of Mr. Franklin Sherwood.

G. C. W., 1897.



CONTENTS.

CHAPTER I	1
The Indian Owners of the Soil and Their Dispossession by the Whites.—The Golden Hill Reservation.—The Stratfield Parish.—The New Society and the Meeting Houses.—The Growth Toward the Water.—New Field Ferry and Lottery Bridge.	
CHAPTER II	7
An Episcopal Church Formed.—The Old St. John's.—The Revolution and the War of 1812.—Scenes and Incidents in each.—The Visits of Washington to Nichols' Tavern.—The British Fleet Stirs up the People.—La Fayette's Visit to Bridgeport.	
CHAPTER III	11
The Borough of Bridgeport.—Mr. Backus Claims the Charter as his Work.—The Name Decided by the Bridge and Port.—Some of the Early Business Firms.—A Town in 1821.—A City in 1836.—The Growth of Population.	
CHAPTER IV	15
Church and State.—The Progress of the Old First Church.—Its Removal from Stratfield to "The Port."—Its History that of the Town up to the Constitution of 1818.—What the Disestablishment Meant.—The Bicentennial of the Church.—Interesting Ceremonies and Events.—The Second or South Church.	
CHAPTER V	18
The Presbyterian Church.—Its Foundation and Progress.—The Methodist Church and its Establishment in Bridgeport.—Beginning and Growth of the Baptist Church.—The Churches of Bridgeport's Early History.	
CHAPTER VI	23
The Churches of To-Day.—Christ Episcopal, Trinity and St. Paul's.—The Universalist Church.—The Congregational, Methodist, Baptist and Catholic Churches.—A View of All.	
CHAPTER VII	29
Fire Department, Fires, Etc.—The First Fire Engine Marks an Epoch.—Some Old Fires.—The Men of the Old Time Fire Companies.—The Great Fire of 1845.—A Personal Narrative.—The Department of To-Day.—Notes on the Old Fire Houses, Hats and Some Other Things.	
CHAPTER VIII	36
The Great Turnpike Interest.—How the Turnpikes Fed Bridgeport.—They Oppose the Railroad Projects.—The Housatonic R. R. Chartered and Built.—The City Credit Involved and the Trouble Over It.—The Debt Acknowledged and Provided for.—Queer Legal Performances.—The Naugatuck R. R. Built.	
CHAPTER IX	40
The New York and New Haven Road.—R. B. Mason's Predictions.—What the Road is To-Day.—Street Railroads.—The Effect of Railroads on Bridgeport's Growth.—Some of the Most Important of her Industries.	
CHAPTER X	45
Board of Trade, Etc.—The Influence of the Board of Trade.—Its Good Work.—The Harbor and Harbor Improvements.—Harbor Lights.—Breakwaters, Channels, Etc.—The Commerce of the Place.—The Oyster Industry.—Steamboats Old and New.	
CHAPTER XI	50
The Street Lights of Bridgeport.—Old and New.—Some Contrasts.—The Water Supply of the City.—The Bridges that Have Been Built.	
CHAPTER XII	56
The City Government.—Changes in the City Charter.—List of Mayors.—Present Make-Up of the City Government.—Boards and Commissions.—Representatives.—Senators.—County Officers.—City Court.—City Attorney.—Police Department.	
CHAPTER XIII	61
The Bar of Bridgeport.—Legal Lights of the Past.—The Court House Comes to the City.—The Old and New Buildings.—The Medical Profession.—State and County Associations.—The Hospital.—Newspapers Past and Present.	
CHAPTER XIV	66
The Parks of Bridgeport.—The Public Green.—Washington Park.—Seaside Park, its Inception, Development and Cost.—Beardsley Park a Splendid Gift.—Other Parks About the City.—Notes in Connection with the Parks.	

CHAPTER XV.	72
The Banks of Bridgeport.—Bridgeport's Sound Financial Institutions.—Her Historic Banks and Her Well-Known Bankers.—Postmasters of the Past.—Custom House and Collectors.—The New Federal Building.	
CHAPTER XVI.	79
The Public Schools of Bridgeport.—Before and After Consolidation.—Her Modern School Buildings.—The Free Public Library.—The Gift of a Noble Woman.—Its History and Present Condition.	
CHAPTER XVII.	85
Bridgeport During the War 1861-65.—Her Sentiments Solid and Her Soldiers Ready.—Her Early Enlistments. Elias Howe, Jr., a Private in the Ranks.—The Ladies' Aid Societies Numerous and Effective.—The G. A. R. and Other Veteran Organizations.—The C. N. G.—Bridgeport's Share of the 4th Regiment.	
CHAPTER XVIII.	90
The Barnum Institute.—Historical and Scientific Societies.—The Seaside Institute.—Young Men's Christian Association, Boys' Club, Orphan Asylum.—Associated and Other Charities, Public Charities.—Cemeteries.	
CHAPTER XIX.	95
Social Clubs and Fraternal Organizations.—The "Old Eclectic."—The Seaside.—The Roof Tree and the Algonquin Clubs.—The Masonic Order.—The Odd Fellows, Knights of Pythias and Others.—Bridgeport's Amusements and Theatres in the Past.—Some Memorable Events.—The Beginning of Electrical Uses.	
CHAPTER XX.	101
The Standard.	
CHAPTER XXI.	108
Biography.—Legal Profession.	
CHAPTER XXII.	121
Biography.—Medical Profession.	
CHAPTER XXIII.	133
General Biography.	
CHAPTER XXIV.	188
Manufacturing and Commercial Industries.	

GENERAL ILLUSTRATIONS.

Index to Portrait Illustrations and Biographical Sketches, Etc.

	PAGE.		PAGE.
Across the River, East Bridgeport, 1870	43	Bridgeport, Bird's Eye View of, 1897	12
American Graphophone Co., The	199	Bridgeport Brass Co., The	199
Americus Hose, No. 6	31	Bridgeport Chain Co., The	189
Armstrong Mfg. Co., The	194	Bridgeport Crucible Co., The	191
Armory, The	88	Bridgeport from Presbyterian Church East	43
Armory, The, Main Street Entrance	89	Bridgeport Gas Light Co., The	190
Barnum Alcove, Historical Society Rooms	61	Bridgeport High School	80
Barnum Institute of Science and History, The	90	Bridgeport Hospital	64
Barnum, Phineas Taylor	140	Bridgeport Light, Winter of 1893	48
Barnum School, The, East Bridgeport	81	Bridgeport, Map of, 1824	13
Beach, David Sherman	176	Bridgeport Public Library	83
Beardsley Park	66	Bridgeport, The Harbor of	Frontispiece
Beers, Hon. Alfred Bishop	108	Bridgeport Steamboat Co., Docks of the	94
Beers, Philo M.	170	Bridgeport, Streets of, After Blizzard of 1888	100
Benedict, Celest A., M. D.	131	Bridgeport "Standard" 1897, Page of the	101
Berkshire Mill and Bridge	53	Brizell, Dr. John, Jr.	182
Bethel A. M. E. Church, Broad Street	22	Brothwell, Charles Ransom	154
Betts, George E.	185	Buckingham, Charles Booth	171
Bill, Curtis Harvey, M. D. (Por. 126)	124	Bullard Machine Tool Co., The	203
Bishop, William F.	156	Bullard, Wm. Sumner	185
Brewster, Swan W.	183	Bunnell, William Henry	162
Bostwick, Walter B.	154	Cairol, John S. (Por. 182)	181
Bridgeport Bank, The, 1806	72	Candee, Hon. John Dutton	102
Bridgeport Bank, The, 1857	73	Canfield, Henry O.	186

General Illustrations—Continued.

	PAGE.		PAGE.
Canfield Rubber Co., The	189	Group of Portraits	85
Carey, George Winton (Por. 119)	120	W. S. Knowlton, Esq., Capt. Jas. E. Dunham, Elias Howe, Jr., Dr. H. N. Bennett, Hon. D. H. Sterling.	
Cedar Creek, View on	93	Group of Portraits	87
Christ Church	23	A. C. Hobbs, Esq., Hon. W. D. Bishop, Hon. Patrick Coughlin, Major Frederick Frye, Gen. Wm. H. Noble, Chas. Foote, Esq., Major Thomas Boudren, Hon. Nathaniel Wheeler, Alfred Hopkins, Esq.	
Church of the Nativity	18	Group of Portraits	93
Churches of 1835	21	Rev. B. E. Warner, D. D., Jacob Kiefer, Esq., Capt. John C. Curtis, Gen. T. L. Watson, Rev. H. N. Powers, D. D., J. S. Hanover, Esq., Isaac Holden, Esq., Dr. F. M. Wilson, A. J. Hobbs, Esq.	
Circus Day in Bridgeport	90	Hartman, Charles	179
Citizens Gas Co., The	190	Hatch, Charles Edwin	184
Clark, Frank E.	171	Hawes, Edmund Vincent	144
Collection of Historical Society	facing 91	Hoag, Dr. Alva	124
Congress Street Bridge, North, 1870	55	Hoag, Dr. Clitus S. (Por. 125)	123
Connecticut National Bank	facing 72	Hollister, David Frederick (Por. 110)	109
Cook, George Franklin	177	Holmes & Edwards Silver Co., The	189
Court House, Entrance to	63	House of Steamer No. 1	32
Cullinan, John	197	House of Steamer No. 2	32
Depot Property used for thirty years	41	House of Steamer No. 3 with Truck No. 1	34
Diagram of Fire of 1845	30	House of Steamer No. 4	33
Doten, Charles Arthur (Por. 119)	120	House of Steamer No. 5	33
Downs, Frederick Bradley	132	House of Steamer No. 6	34
East Bridgeport After Blizzard of 1888	99	Hubbard, Robert M. D.	122
East Washington Avenue Baptist Church.	18	Hubbell, Charles Benjamin	135
Easton, Edward D.	facing 200	Hubbell, Harvey	163
Eagle Brewery.	196	Jackman, Frank H. (Por. 183)	181
Eaton, Cole & Burnham, Works of the	facing 194	Jackson, Horace Harton (Por. 186)	183
Eaton, Levi W.	143	Judson, Attorney Stiles, Jr.	116
Eckart Bros.' Brewery	196	Kane, Patrick	115
Entrance to Parochial School, Park Avenue.	28	Knowlton, Col. Julius W.	153
Fairchild, Alfred Beach.	174	Kupfer, Siegmund	186
Fairfield Avenue from R. R. Crossing, 1876	98	Lacey, Rowland B.	141
Fairfield County Court House	63	Lee, Henry	151
Fairchild, George Wilson	173	Lockwood, Frederick Joel	143
First Baptist Church, present edifice	21	Log House or 1665	2
First Congregational Church	18	Lynch, Dr. John Charles (Por. 129)	127
First Court House, now City Hall	62	Main Street, from the Union Bank Building, South	50
First Meeting House, Stratfield, 1693	4	Main Street, from the Connecticut Bank Building, North	51
First Methodist Church	23	Mann, Charles Wm.	117
Fones, Hon. Civilion	158	Marigold, William H.	159
Foote, Charles	161	Marsh, Edward W.	160
Franklin Typewriter Exchange, The	190	Masonic Temple, Entrance to	96
Geo. W. Longstaff Co., The	194	McElroy, James H.	142
Gill, Rev. John W.	135	McNeil, Archibald	69
Goddard, Walter	163	McNeil, Capt. John	166
Goodsell, Zalmon	148	Merritt, Wm. Platt	183
Graves, Fred'k Chauncey, M. D. (Por. 127)	125	Merwin, Orange	174
Group of Ex-Mayors	57	Middlebrook, Major Louis Nathaniel	113
Hon. Monson Hawley, Hon. Carlos Curtis, Hon. D. N. Morgan, Hon. James C. Loomis, Hon. P. T. Barnum, Hon. John L. Wessels, Hon. Jared Morford, Hon. Robert T. Clark, Hon. R. E. DeForest.		Miller Building and Old Approach to Lower Bridge	55
Group of Park Pictures	67	Modern, Freight Locomotive	41
Peabroke Park, Beardsley Park, Seaside Park.		Monuments in Stratfield Burying Place	7
Group of Portraits	45	Montignani, Frank (Por. 178)	176
Hervey Higby, Wm. B. Hall, John E. Pond, Gideon Thompson, F. W. Parrott, David M. Read, Russell Tomlinson, William H. Mallory, D. B. Lockwood.		Mountain Grove Cemetery, Entrance to	93
Group of Portraits	74	Murphy, Timothy J.	184
Stiles M. Middlebrook, Esq., Hon. C. B. Hubbell, Hon. P. C. Cathoun, Isaac Sherman, Esq., Hon. Clapp Spooner, Hon. S. B. Beardsley, Hon. John Brooks.		Myrtle Avenue Presbyterian Church	18
Group of Portraits	75	Officers of Fire Department of 1897	facing 29
Ira Sherman, Esq., Hanford Lyon, Esq., Rev. Nathaniel Hewitt, D. D., Rev. Gardon S. Coit, D. D., Hon. E. B. Goodsell.		Fred'k P. Beardsley, Hiram Campbell, C. F. Bamberg, J. H. Long, Wm. H. Murphy, E. J. Madden, T. R. Congon, G. F. Beardsley, E. M. Wilson, C. B. Tuttle, D. E. Johnson, C. E. Palmer.	

General Illustrations—Continued.

	PAGE.		PAGE.
Old Baptist Church, State and Broad Streets	20	Swords, W. F., Lumber Co., Establishment of	193
Old Checks.	72	Swords, W. F., Lumber Co.	192
Old Freight Bill, Steamer Nimrod, 1840	49	Tallmadge, Albert M.	119
Old Lower Bridge, and East Bridgeport	54	Tangle of Poles and Wires	92
Osborn, George Wakeman (Por. 128)	126	Taylor, Thomas Porter	146
Osborn, George Ransom (Por. 179)	180	The Elevator	44
Park Street Congregational Church	18	The First Harbor Light	46
Phelan, John J.	119	The First Light House, 1855	47
Platt, C. Tryon	182	The Second Harbor Light	46
Porter, Dr. Geo. Loring	121	The Third Harbor Light	47
Post Office and Custom House	77	Thompson, Curtis	112
Post Office, Entrance to the Arcade	77	Thompson, H. Adaline, M. D. (Por. 131)	130
Post Office, Old, Bank Street Entrance	70	Toomey, Jeremiah Dean, Jr.	118
Post Office, The Arcade, Interior	88	Topping, J. Read, M. D. (Por. 130)	127
Presbyterian Church, State Street and Myrtle Avenue	19	Torrey & Hubert	197
Radel, Andrew (Por. 187)	186	Trinity Church	23
"Republican Standard," 1839, Page of Vol. 1, No. 1	102	Truck of Hook and Ladder No. 2	34
Residences of P. T. Barnum, near Seaside Park	70	Union Bank Building	76
Waldemere—Marina		Union Metallic Cartridge Co., The	188
Residence of the late Hanford Lyon	52	Universalist Church	23
Residence of Aaron Hawley, with Well	5	Upsen, Elliott Abram	161
Residence of G. C. Waldo	52	U. S. Torpedo Boat Ericsson, etc.	48
Residence of Mrs. Nathaniel Wheeler	52	Views in and near Beardsley Park	60
Richardson, Geo.	144	Views of Historical Society's Rooms	91
Rusling, John A. (Por. 170)	105	View in Museum, Bridgeport Scientific Society, facing	90
Sanford Building, The	88	Wade, Patrick	106
Sanford, Charles Edwin (Por. 123)	122	Wakeman, Howard Nichols	119
Scofield, Horace Granfield (Por. 181)	180	Waldo, Geo. C.	105
Seal of the City of Bridgeport	56	Wallace, Aaron W.	180
Seaside Club	95	Wallis, George H. T.	184
Seaside Club, Fire-place in Parlor	96	Warren, Tracy Bronson	155
Seaside Institute	92	Washington Park	66
Seaside Institute, Entrance to	91	Weber, Robert	183
Seaside Park	66	West End School	81
Second Meeting House, Stratfield, 1717	6	Wheeler & Howes	192
Silliman, Lewis B. (Por. 178)	175	Wheeler, Nathaniel	136
Smith, Friend William	151	Wheeler, Nathaniel (Por. facing)	136
Snow Arch, Blizzard of 1888	97	Wheeler Nathaniel, Residence of	136
Soldiers' Monument, Seaside Park	71	Wheeler & Howes' Building	192
Somers, George E.	152	Wheeler & Howes' Coal Docks	193
South Congregational Church	18	Wheeler & Wilson Mfg. Co.	138
Southern New England Tel. Exchange	facing 197	Whiting, Russell Tomlinson	156
Staples, Frank T.	174	Wilmont & Hobbs Mfg. Co.	198
Stapleton, Walter	175	Wilmot, Samuel Russell	145
Sterling, Hon. Daniel H.	133	Winter, Albert F. N.	162
Stevens, Frederick H.	105	Winter, A. & Co.'s Brewery	195
Stevenson, Col. Wm. H.	114	Wilson, James	157
"Standard" Building, The	facing 101	Wordin, Nathaniel Eugene, M. D.	127
St. Augustine's Church, R. C.	26	Works of the Bridgeport Gas Light Co.	191
St. John's Church, Broad and Cannon Streets	19	Yellow Mill and Bridge	55
St. John's Church, Present edifice.	20	Young, Francis James, M. D. (Por. 131)	128
St. Mary's Church, R. C.	27	Young, Mary Rising (Por. 131)	130
Statue of Elias Howe, Jr., Seaside Park	71	Young Men's Christian Association Building	91
Statue of P. T. Barnum, Seaside Park	69	Zion A. M. E. Church, Broad Street	22
St. Paul's Church	23		
Stoddard, Goodwin	115		
Stowell, George R.	106		

THE "STANDARD'S" HISTORY OF BRIDGEPORT.

CHAPTER I.

THE INDIAN OWNERS OF THE SOIL AND THEIR DISPOSSESSION BY THE WHITES,—THE GOLDEN HILL RESERVATION,—THE STRATFIELD PARISH,—THE NEW SOCIETY AND THE MEETING HOUSES,—THE GROWTH TOWARD THE WATER,—NEW FIELD FERRY AND LOTTERY BRIDGE.

IN the Bridgeport *Daily Standard* for October 28, 1870, appeared the following item of local interest: "The frequent finding of Indian bones and skulls in different places about the city suggests the question whether Bridgeport may not have been at some remote period in the past, one immense Indian hunting and burying ground. Every few days bones are being brought to light by excavation, and now we find by digging for the new wing of the Prospect street school house, that the ground there was once quite a large burying place. Some fifty graves have been exposed and a large number of human bones and skulls are found buried a few feet below the surface."

Not only in the locality mentioned have Indian remains been exhumed, but on Golden Hill, at Seaside Park, and in several other places within the city limits where excavations for new buildings or for city improvements have taken place, and the collections of Historical and Scientific Societies in the Bannum Institute contain interesting specimens of these finds.

Were there no other evidences of an Indian occupation of this territory, these would be sufficient, but it is a matter of record that at the time of the first white settlement of this coast, it was occupied by a sub-division of the Algonquins, an Indian tribe or race of ancient origin and great numbers.

The Algonquins are said to have migrated east from the Mississippi valley over 1,200 years ago, and to that family belonged all the New England tribes, including the Norridgewoks, Massachusetts, Naragansetts, Pequots, Mohegans, and, among the smaller tribes, the Paugussetts, whom DeForest locates on the territory between the Unkawas of Fairfield, and the Wepawaugs of Stratford. On DeForest's map (1839) the Paugussetts were stretched from the mouth of the Pequonnock river north, to and across the Housatonic. At Stratford a smaller local tribe were the Cupheags.

The Indian settlements followed the coasts and the river valleys, but the great interior forests away from the rivers were practically uninhabited. There were three villages or collections of wigwags of the Paugussetts on the Pequonnock river and the coast below it, one at the foot of what is now Golden Hill, one at the head of the cove near the junction of State street and Fairfield avenue, and the other west of Uncoway river, or Ash creek as it is now known. There were level and fertile reaches of land within this territory, stretching back from the shore, and here the Indians planted their corn, which the squaws cared for while the braves were following the chase in the interior.

Undoubtedly many generations of Indians lived and died here before a white man's foot ever trod the shore, and here, after the original settlement in 1638-39, for 125 years more, the Indians lived, died and were buried in what was known as the "Golden Hill reservation."

In 1638 the Indians at Uncoway river and on the Housatonic had given to the General Court at Hartford, territory at both Fairfield and Stratford, and on the land thus ceded, settlers had located in the following year. There was no attempt at this time to acquire any further title from the Indians, the first deed from them being dated twenty-five years later. The settlers at Fairfield and Stratford pushed the Indians both east and west, and there must have been many conflicts of title with the usual result of the ousting of the Indian from his former possessions and the acquiring of his land by the

white man. In the year 1659 the necessity of some definite arrangement was so pressing that the General Court at Hartford, "having considered the business respecting the Indians at Paquanack and the differences twixt Stratford and Fairfield," each town striving to push the Indians over upon the land of the other, "do see cause to order that according unto the desire of the Indians, they may quickly possess and enjoy from henceforth and for the future, that parcel of land called Gold Hill, and there shall be forthwith so much land laid out within the liberties of Fairfield as the committee appointed by the Court shall judge fit, and in as convenient a place as may best answer the desire and benefit of the Indians forementioned, for the future."

This land was to be in full satisfaction for all claims to the Indians. The committee appointed to attend to this business was Mr. Camfield, Mr. Fitch, Richard Olmsted, Nathaniel Elye, of Norwalk, "who are to bound out the lands at Golden Hill, about eighty acres, beginning at the foot of the hill where the wigwams stood, and to run upward on the hill and within Fairfield bounds, as is



Log House of 1665.

(From a drawing by the late Isaac Sherman, Esq.)

above mentioned." The committee acted, and, having established the reservation, made a report of their work, requiring "that the Fairfield men shall pay to the Stratford men for the eighty acres that the Indians do possess at Paquanocke (Gold Hill reservation), twenty pounds, this to be paid in beefe, porke, wheate and pease. Of beefe 2 barrels, (and) of porke, good and merchantable, which we value at twelve pounds, and 8 pounds to be payd in wheat and pease:—wheate at 4 shillings and 6 pence the bushell, pease 3 shillings 6 pence the bushell, good and merchantable, and this to be payd of Fairfield to Stratford men betwixt this and the first day of March next ensuing."

Upon these terms between the two settlements was the Gold Hill (Golden Hill) reservation of eighty acres established, and this price in "beefe, porke, wheate and pease" is the first valuation of what was afterward to be an important part of the city of Bridgeport. Here for over a century lived the remnant of the original Indian tribes, constantly encroached upon by whites, dwindling in numbers under the influence of the stronger race, selling off portions of their reservation, as it became

too large for their decreasing numbers, till in 1765 only four persons remained. These were removed and the land given to the whites.

In the year 1639 and at about the same season, the permanent settlements at Stratford and Fairfield were made. Twenty years after this, in 1659, the first deed from the Indians in Stratford was recorded. It was to Moses Wheeler. Then the Golden Hill reservation was set apart to the Indians who were, after that event, known as the Golden Hill Indians. During the century or more of the occupation of this reservation great changes had taken place in the two settlements. They had grown to be quite large and important towns.

Between these towns, back of the Golden Hill reservation and about two miles north from the shore, so as to avoid the deep water of the lower river and the necessity of a drawbridge, a commodious public road had been laid out about 1641, when the General Court enjoined upon towns "to keep the highways between the towns open, full two rods in width."

Pushing out along this "King's Highway," the one to the east and the other to the west, the parent parishes had met and formed at, and about what is now the junction of North and Park avenues, a new village which, mindful of its origin, at a later date took the first syllable of Stratford and the last syllable of Fairfield, and named itself Stratfield. The first settlers West of the Pequonnock were Henry Summers, Sr., and Samuel Gregory. They probably lived in log houses located near the junction of Park and North avenues. In fifty years, from small beginnings, this village grew to be a very considerable place, and then in view of its numerous households and the long distance to the home towns, in 1690 forty-six of its householders petitioned the General Court for the establishment of a new parish, and in 1691 the parish of Stratfield was duly authorized. From a copy of the original petition the following names of the signers are taken:

John Bardsle, Sr.	Sam'l Hubbell	Ephraim Wheller
Richard Hubbell, Sr.	Sam'l Bardsley, Sr.	Daniel Bardsle
Matthew Sherwood	Samuel Hall	Samuel French
Sam'l Wells	David Sherman	Sam'l Hubbell
Isaac Wheeler	Richard Hubbell	Timothy Wheller
James Benitt	Samuel Gregory	Thomas Benit
David Reynolds	Sam'l Treadwell	Ed. Treadwell
Nathn'l Knap	John Odell, Sr.	Jacob Joy
Will Barsley	Izhak Hall	John Odell, Jun'r
Matthew Sherwood, Jr.	John Wheller	John Benitt, Jur
Isaac Wheeler, Sr.	Thomas Wheller	Thos. Morhous, Jr.
Thomas Griffin	Joseph Seeley	John Sherwood
Roburd Bishop	Moses Jackson, Jr.	Joseph Joy
Samuel Morhous	Samuel Jackson	Sam'l Sumers
Jacobe Wakelen		Matthew Sherwood, Jr.
Samuel Bardsle		Moses Jackson, Sr.

These signatures possess great interest to the old Bridgeporter, for among them, sometimes partially concealed by the peculiar orthography, are the names of families prominent in the history of the city from its birth, and still largely identified with its affairs.

FAIRFIELD VILLAGE (STRATFIELD).

In those days church and state were closely identified, and the establishment of a new parish meant, practically, the establishment of a new village. It had not the full organization of the parent towns, but its rights and privileges were set forth by the General Assembly in 1669.

The original grant by the General Assembly was made to "the people of Pequonnock." In the definition of rights the village is called "Fairfield Village," but in May, 1701, the name was finally changed to Stratfield.

The first meeting house was located on what is now known as "Meeting House Hill," on Park avenue, and was completed in 1695, meetings having been held, in the interval, at private houses. The first minister was the Rev. Charles Chauncey, son of Mr. Israel Chauncey, the minister of Stratford, who was of a good English family. Beside the right to elect a constable, the establishment of a parish at Stratfield carried the obligation of organizing a train band or military company, and in

October, 1703, "David Sherman was appointed ensign of the train band of Stratfield." The complement of officers was completed in the following spring by the appointment of "Lieut. John Beardsley to be Captain of the train band of Stratfield, and Leut. James Bennet to be their lieutenant." Captain Beardsley was a veteran from the train band of Stratford, and Lieutenant Bennet from that of Fairfield, so that the Stratfield military organization was as composite as the name of the place, and in about the same proportions. As to the "rank and file," history is more reticent, but it is to be presumed they were found in due season.

The church first founded at Stratfield was the parent and origin of the old First church of Bridgeport, and its history for many years is closely identified with that of Stratfield Village and with Bridgeport Borough, Town and City.

The Rev. Mr. Chauncey's salary was at one time "eighty pounds" paid in provisions at the ruling rates, which may be expressed about as follows: Wheat, 5s. per bushel; Indian corn and rye, 3s. per bushel; pork, 3¹/₄d. per pound. He also had a liberal supply of firewood of oak and hickory. Extracts from the church records (1690-1715) show that at this time the drum was used to summon the people to church, and the drummer was instructed to march around the meeting house in order

that the sound of his call might penetrate in all directions.

In the year of the establishment of the Stratfield parish, 1691, a street was laid out from the Fairfield line to Pequonnock harbor, two citizens of Fairfield being appointed "to view where it is most convenient for a highway to pass in ye Fairfield to Paquonnock Harbor and to treat with ye persons through whose land said highway should pass." This street was what is now State street, and it opened up a new route of communication between Fairfield and Stratford, so far as Pequonnock river, and along the shore. At the harbor, at the end of this street, there was, as yet, no permanent settlement, and it was not till many years afterward, that the beginning of Bridgeport was made at the shore.



First Meeting House. Stratfield, 1695.

The attractions of the water were constant, however, and the use of the street must have been considerable from the first, increasing as the Stratfield settlers joined in visits to the shore, and the building of houses along Division street, now Park avenue, began. It was ninety-six years after the above layout of State street, or in 1787, that the Fairfield County Court authorized the laying out of Main street, which was then known as "the road at the foot of Golden Hill" and State street, designated as "the road from the dwelling of the widow, Eunice Hubbell, near the stores at Newfield (the first name of Bridgeport) to the town line between Stratford and Fairfield." This latter layout must have embraced the original street as laid out in 1691.

The report of the committee empowered to make this layout contains some interesting statements. It is addressed "To the Honorable County Court to be holden at Fairfield, within and for the County of Fairfield, on the 3d Tuesday of April, 1787" and recites that

"Whereas—

We, the subscribers, were by Your Honors, at your adjourned session held at Danbury, in and for said County on the 3d Tuesday of January last, appointed a committee to view, widen and alter the road at the foot of Golden Hill, so-called, down to the dwelling house of the widow Eunice

Hubbell, near the stores at Newfield, in said Stratford, and also the road from said Widow Hubbell's into the town line between Stratford and Fairfield, for the benefit of travelers and carriages passing to and from said stores:

We beg leave to report " * * * From this point the report goes on and gives details of the layout and widening of the two streets, Main and State respectively, Main street from its junction with Washington avenue, and State street from its termination in the layout of 1691, west to the Fairfield line.

The report states: "And there is to be reserved in said road (Main st.), for Aaron Hawley, for convenience round his well, which stands about the width in said road, liberty of erecting a fence, beginning twelve feet in the west line of said highway northward of said well, and from thence extending southerly twelve feet to strike the westerly line of said highway." This was to accommodate the public who used the well of Aaron Hawley, whose house stood on ground now occupied by the wooden block belonging to the late Nathaniel Wheeler, on the corner of Main and Chapel streets. The well is now under the sidewalk south of the corner of Chapel street.

In May, 1787, a resolution passed in the General Assembly which shows that the settlement on the water-front at the termination of State street and along the course of Main street had become of considerable importance, and that travel along that route between Fairfield and Stratford demanded increased facilities. The resolution was as follows:

"Upon report of a committee appointed in May last, which is now accepted and approved, Resolved by this assembly that the town of Stratford be, and they are hereby empowered and allowed to keep and maintain a public ferry in said town across the Creek or Harbor called New Field Harbor, from the point of land called New Pasture Point, below Toby's wharf to the opposite shore of said harbor or creek, to and onto the land of Aaron Hawley about ten rods south of said Hawley's dwelling house, and that two sufficient boats shall be constantly kept, one on each side of said creek, plying from shore to shore as occasion may require, at the places aforesaid, during the pleasure of this assembly all subject to the same relations that other Ferries in this state are by Law subject to."



Residence of Aaron Hawley, with Well in the Street Line.

This ferry line was from the point now occupied by the Steel works across to the foot of Union street, but it accommodated the public for only a brief period, for in May, 1791, the town of Stratford authorized the building of a bridge "across the Pequonnock river nearly opposite Cannon & Lockwood's wharf," and the General Assembly of that date authorized Robert Walker and others, of Stratford, to establish a lottery to raise funds for the building of a bridge across Newfield Harbor. Stratford then petitioned that the expense of maintaining the bridge should not fall upon the town, and by action of the assembly upon report of a committee in the same year the road was changed from its terminus at the ferry at New Pasture Point to conform to the location of the new bridge. This bridge was known as "Lottery Bridge at Newfield." The "port" had been established as far back as the laying out of State street in 1691, and now the "bridge" was in evidence, from which two things the name of the new town was subsequently to be derived.

Stratfield had, in the period between the establishment of the First church (1691) and the building of the first bridge at Newfield (1791), grown into quite a large village. The war of the

Revolution had passed and the country was entering upon its career as a free republic, but still preserving the customs, laws and many of the prejudices of its previous condition. The Stratfield Congregational church had been compelled



Second Meeting House, Stratfield, 1717.

to build a new and more commodious edifice, which was erected on the northwest corner of Park and North avenues in 1717. The Rev. Mr. Chauncey had been succeeded by the Rev. Samuel Cooke, who was ordained February 14, 1716. His salary was £100 and firewood. He remained pastor till his death, which occurred September 2, 1747. It is said that small as was his salary, it was not all paid, and his executors brought suit against the parish for £3,000 arrears due his estate. During his ministry the second church was built. Mr. Cooke was succeeded by the Rev. Lyman Hall, who was ordained September 20, 1749, and his pastorate closed June 18, 1751. After that he taught school in Fairfield, studied medicine and became a physician. He was succeeded by the Rev.

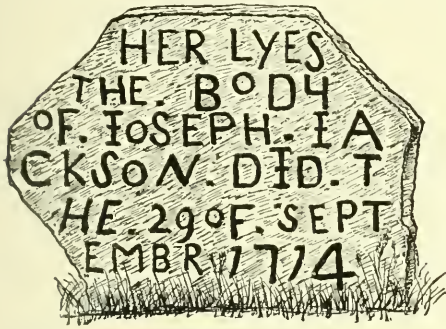
Robert Ross, whose pastorate extended to 1796. During the period of these three pastorates many changes had taken place in the little village, as well as in the country at large.



CHAPTER II.

AN EPISCOPAL CHURCH FORMED.—THE OLD ST. JOHN'S.—THE REVOLUTION AND THE WAR OF 1812.—SCENES AND INCIDENTS IN EACH.—THE VISITS OF WASHINGTON TO NICHOLS' TAVERN.—THE BRITISH FLEET STIRS UP THE PEOPLE.—LAFAYETTE'S VISIT TO BRIDGEPORT.

IN Orcutt's History of Stratford and Bridgeport is given (p. 557) a full list of the inscriptions in the old Stratfield (or Pequonnock) Burying Place, on the Black Rock road, and the study of that list will show, more than anything else can, the composition of the ancient community. The dates start as far back as 1688, but the legible inscriptions are from about 1712, and the place has been but little used since 1812. Some of the monuments are given herewith.



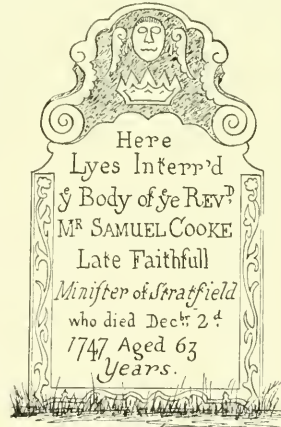
governing the prudential affairs of said Episcopal church as they in their wisdom shall judge meet and fitting."

At the time designated in this call officers were selected and the first rector, Mr. Philo Shelton, was chosen. Mr. Shelton was then a lay reader, not having been ordained, but upon the coming of Bishop Seabury he was admitted to the order of deacons, and in 1785 was ordained a priest of the Episcopal church in Trinity Church in New Haven. The Rev. Mr. Shelton was the first person ordained to the Episcopal ministry in this country. His charge was the parishes of "Fairfield, Stratfield and Weston," and among the three he divided his time. The Stratfield Episcopal Church and parsonage lot were located on the map carefully prepared by the late Isaac Sherman and Deacon Rowland B. Lacey and published in Orcutt's History of Stratford and Bridgeport (1886), at the corner of King's Highway and Church lane, now Wood avenue.

The church was named St. John's and "was a frame building with a steeple." This was occupied till the removal of the church to Bridgeport, in 1801. The rectorship of the Rev. Mr. Shelton continued until Easter, 1824, and under him the parish increased largely.

Next in order of time comes the Methodist Episcopal Church, through the preaching of Jesse Lee, Presiding Elder of the Fairfield Circuit in 1790, which resulted in the raising of a church in 1797 on Toilsome Hill, on the Division street road, about three miles north of North avenue, at the junction of the roads. This church was occupied till 1815, when "the old Congregational meeting house at

In 1748 a portion of the people of Stratfield had associated themselves together in the formation of an Episcopal church, the first records of which appear in the following summons issued in that year, "to those persons professors of the Episcopal church, inhabitants of Stratfield Society, to appear at the Church in said Society, Thursday the ninth day of instant, December, at two o'clock in the afternoon, for the purpose of forming themselves into one body Corporate, or Society, for to chuse Society officers for the well ordering and



Stratfield was purchased for use by the Methodists, and for about six years was their gathering place for public worship.

1775 AND 1812.

During the War of the Revolution, and later in 1812, Newfield was not without her share of exciting experiences. The British drove the coastwise commerce practically off the water, and rendered communication with the larger cities by water difficult and dangerous. Fairfield was burned and the country laid waste as far as Danbury, but the enemy passed Newfield by, as, probably, too small for plunder. In his "Historical Notes" Major Wm. B. Hincks gives some interesting incidents of those days, as follows:—

WASHINGTON'S VISITS.

Lying as it did upon the old King's Highway, the main road between New York and Boston, Stratfield was visited during the Revolution by Washington upon several occasions, first in 1775 on his way to Boston to take command of the American or Continental army. He was met at this time by the Rev. Dr. Ripley, pastor of the Congregational Church in Green's Farms, who joined his cavalcade and rode with him to Bulkley's inn in Fairfield. Dr. Ripley was a fine looking and dignified man, and he was compared favorably with the Commander-in-chief as they rode together. Dr. Ripley accompanied Washington as far east as the Stratford ferry.

On one of his visits General Washington, with a portion of his staff, halted at Nichols' tavern in Stratfield and took refreshments there, occupying the southwest corner room as their parlor. The locating of this "Nichols' tavern," thus made memorable, was one of the interesting events in the recent bi-centennial celebration of the North church, the historic site being No. 910 North avenue.

There are other well-authenticated instances of the visits to this locality, of the great Washington on his various tours through the country, and one in company with General Lafayette is particularly interesting. Incidents that illustrate the patriotic zeal of our ancestors are not wanting, and perhaps the fact that Washington, and more or less of the members of his staff, passed over the old "King's Highway" during the Revolution and stopped at Nichols' tavern, as well as at divers and sundry other places, for rest and refreshment, may have served to keep that zeal at something akin to fever heat. Major Hincks gives a story very much to the point which runs thus:

"At noon upon the second of February, 1775, as we are informed by an old diary, kept by one of the residents of the place, there was heard by the inhabitants of Stratfield a report in the air like thunder, and a great ball of fire of various colors was seen to fly swiftly through the sky to the eastward.

"Whether this was regarded as prophetic of bloodshed we are not told, but in the latter part of April the news reached the settlement of the battle of Lexington. Much excitement was created and Captain Abijah Sterling immediately raised a detachment of ten men and marched for the seat of war. Upon their arrival at Hartford they reported to the authorities, but finding for some cause that their services were not required, returned home."

A more satisfactory outcome of a campaign could hardly be imagined, and it is easy to conceive how these worthy warriors, in the enjoyment of their subsequent renown, might gather their grandchildren about them and chill their young blood with stories of the horrors of "the great ball of fire."

INCIDENTS OF THE REVOLUTION.

"Much alarm was excited in this vicinity by the appearance of seven British vessels, which anchored off Southport on the 5th of March, 1777. The Stratfield militia company, under Capt. Abijah Sterling and Lieut. Nathan Seeley, accompanied by the harbor guard, promptly repaired to the spot, where other detachments of troops had already assembled. Twelve or fourteen boats full of men put off from the fleet, but after a slight skirmish were repulsed and compelled to return without effecting a landing.

"About this time the parish of Stratfield was visited by the scourge of small-pox. The disease arose from infection communicated by exchanged prisoners of war, who had been landed under flag of truce, on Stratford Point, by the British in the preceding January. These prisoners were entertained upon their way home by Captain John Brooks, of Stratford.

"Although every precaution was taken against contagion in Capt. Brooks' family, the disease spread, and quickly communicated itself to the adjoining parishes. The horror of this complaint can scarcely be imagined by us at the present day. Vaccination, as now practiced, was unknown. Almost every dwelling was a pest house. People feared even to pass along the roads, lest they should receive the dreaded infection. The guards at the harbor forsook their posts. The number of sick at one time in the town of Stratford was estimated at 600 persons. In May, 1777, Timothy Wheeler and twelve other residents of Stratfield petitioned the Legislature for relief. This was followed a few weeks afterward by another petition, signed by the Rev. Robert Ross, and twenty-one others. In this it was stated that the condition of affairs had become insupportable and that the people were growing desperate and even threatened to pull down the infected houses, and shoot the sufferers, if the plague could not be stayed in any other way.

"By direction of the Legislature, General Silliman, of Fairfield, who was charged with the coast defense, was authorized to take the matter in hand and by use of vigorous measures the progress of the scourge was finally stayed. * * * * *

"Quite a number of prizes, mostly small craft engaged in contraband trade, were captured in the sound by privateers during the war. On the 29th of May, 1777, Captain David Hawley brought four vessels of this description into Black Rock Harbor, and on the 9th of December, Captain Brown, of Stamford, brought into Newfield harbor, a small schooner laden with provisions, which he had captured.

"Captain Samuel Smedley, who commanded the brig *Defense*, the most successful vessel in the colonial navy, was a resident of Stratfield parish before the war. He was afterward collector of customs for many years in the district of Fairfield. One of his prizes taken upon the ocean was the British ship *Cyrus*, mounting eighteen guns, and laden with a cargo that sold for £20,000, one of the most valuable captures made during the whole war. At the time of the attack Captain Smedley's own vessel was in a leaky condition, and many of his crew sick with the small-pox."

Thus both Stratfield and Newfield had their taste of the fortune of war, and were, doubtless, put to the same inconvenience by the cutting off of all foreign commerce that most other seaboard towns suffered during the Revolution.

It is the record of history that there were many Tories in this section at that period, and that fact has seriously embarrassed quite a number of would-be "Sons" and "Daughters" of the Revolution, in these latter days.

THE WAR OF 1812.

Quite similar conditions prevailed during the war of 1812. The enemy drove our commerce off the Sound, and although he did not land and burn and destroy as in the previous war, he kept the community in a state of excitement and fear that must have been unfavorable to the reasonable enjoyment of life. Again we quote from the "Historic Notes" of Major Hincks:

"Early in the war a company of state militia, commanded by Lieutenants Curtis and Bellamy, was quartered in an old bakery on Water street, on the ground now occupied by the Housatonic railroad building, and details were sent down daily to mount guard on this earthwork, upon the peninsula known as the Tongue. Another detachment occupied Fort Union, upon Grover's hill, at Black Rock.

"During the war of 1812 New London was blockaded for a number of months by a British fleet, while the coasting trade of Long Island Sound was for a long time almost entirely suspended, owing to the presence of the fleet and the activity of several privateers, fitted out in the British provinces. One was known as the *Liverpool Packet*, and sailed from Liverpool, Nova Scotia, and picked up, among other prizes, two sloops running as packets between Bridgeport and New York.

THE COMING OF THE BRITISH FLEET.

"About the year 1814, when the company at the Tongue had been ordered elsewhere, the community was startled one afternoon at the sight of two British men-of-war coming to anchor opposite the town. These vessels belonged to the fleet under the charge of Sir Thomas Hardy, the friend and companion of the illustrious Nelson, which was blockading Decatur at New London. From every appearance it seemed the ships were preparing to shell the town, and by the aid of a spy-glass it could be seen that their decks were filled with men. The people gazed in fright, expecting a like fate as in the Revolution, and though the sun went down and darkness came on without the firing of a gun, or

any attempt being made to land, still the excitement on shore was great, and continued to increase throughout the night. No one slept, church bells were rung, money and valuable papers from the Bridgeport bank were removed into the country for security, and not a few of the people, taking with them their most portable property, sought safety upon the summit of Toilsome Hill. Of course the militia was called out and made ready to welcome the invaders, and General Enoch Foote sent messengers for reinforcements to all the neighboring towns.

"To the great relief of all, when morning dawned, not a trace of the British ships could be seen, for they had sailed during the night, having only anchored here to procure a supply of fresh provisions, which, under the cover of darkness, were purchased of certain parties on shore. A man named Garlick, who was proprietor of the Johnson tide mill, in West Stratford, carried on contraband traffic of this kind quite extensively, buying many sheep and cattle and selling them again, at such times, to the officers of the British fleet. The enemy never made any attempt to land here, but their vessels were frequently in sight and caused much alarm among the people.

"One evening, when these vessels were in sight, the sentinel stationed upon the shore, near where the soldiers' monument now stands, rode furiously uptown, shouting at the top of his voice: 'The British have landed!' Two parties were sent down, in different directions, to meet the supposed invaders, and in the darkness fired upon each other, causing great excitement for some time, but, fortunately, no lives were sacrificed.

PEACE DECLARED.

"The news of the treaty of peace between the United States and Great Britain was received in New York on February 11, 1815, and was welcomed with an illumination. A public celebration in honor of the event was held in Bridgeport, February 23. There was firing of cannons and ringing of bells at daybreak, and in the forenoon a procession, headed by a band of music, marched through the streets to the North church, where the president's proclamation was read, and the Revs. Shelton and Waterman offered prayer, and J. A. Crocker delivered an oration. After the exercises in the church were concluded there was a public dinner at Knapp's hotel and a ball in the evening.

GENERAL LAFAYETTE'S COMING.

"On the night of August 20, 1824, General Lafayette and suite, while on a journey from New York to Boston, stopped in Bridgeport, at Knapp's hotel, on the corner of Wall and Water streets. Preparations had been made for an escort to meet the party in Fairfield, and conduct it in triumph to the hotel, but these were disconcerted by the lateness of the hour—past eleven o'clock—of the general's arrival, nearly every one having given up expecting him, and retired to rest. An eye-witness gives the following account of his reception the next morning: At five in the morning the bells began ringing and the cannons firing. Lafayette had arrived, and slept securely through the night at Knapp's. A few minutes later the street in front of the hotel was thronged with men, and the walk before the brick stores was filled with ladies. Lafayette and his suite made their appearance upon the balcony, between Mr. Hubbell and Mr. Lockwood. The people welcomed Lafayette with three cheers. He replied: 'I am very happy to receive your kind welcome.' Afterwards, placing his hand upon the balustrade, he exclaimed, not in a loud voice, but with much feeling, 'Happy, happy people!'

"The ladies now formed in line in front of the men, and going up, one by one, shook hands with him. The men did the same, and I grasped the hand of Lafayette. After breakfast Lafayette resumed his journey eastward, and was accompanied by a disorderly procession of the townspeople, some on horseback, others in vehicles of various descriptions.

"At Washington bridge General Enoch Foote made brief farewell remarks in behalf of the citizens of Bridgeport, but a few of the escort kept on as far as Milford."



CHAPTER III.

THE BOROUGH OF BRIDGEPORT.—MR. BACKUS CLAIMS THE CHARTER AS HIS WORK.—THE NAME DECIDED BY THE BRIDGE AND PORT.—SOME OF THE EARLY BUSINESS FIRMS.—A TOWN IN 1821.—A CITY IN 1836.—THE GROWTH OF POPULATION

THE BOROUGH OF BRIDGEPORT.

AT the opening of the present century, in the year 1800, the village of Newfield made an application to the General Assembly for a separate government and was, in response to that request, incorporated as the Borough of Bridgeport. Although the settlement on the west bank of the Pequonnoek river had long been known as Newfield village, and had claimed the attention of the General Assembly on several occasions, it was only two years before, in 1798, that the General Assembly had given it a local habitation as well as a name, and fixed its meets and bounds by legal enactment. But having secured the definition of its limits, it must needs desire a new and separate form of government. Then came the application for a Borough incorporation. Mr. Joseph Backus, a lawyer of Newfield, said to have been the only professional man which at the time it possessed, drafted the Borough charter or form of government and forwarded the movement vigorously. The charter was the first of that class instituted in this state, and the one upon which all other Connecticut Borough charters were founded.

In a letter from Esquire Joseph Backus to Robert Walker, Esq., under date of September 20, 1822, the former writes: "I say that I did of my own mere motion project the Borough incorporation (the first project of its kind in the state) and drew the charter and then submitted it to the citizens to obtain its enactment." From the tone of this letter it would seem that the origin of the Borough charter might have been questioned, and Squire Backus was desirous to emphasize his claim to its authorship as well as to its priority in point of time.

At the first meeting of the Freemen of the Borough of Bridgeport under its charter, held November 12, 1800, Abijah Sterling, Esq., presided. "Joseph Backus was chosen clerk of said Borough for the ensuing year, and Mr. Sterling, who was a justice of the peace, administered the oath immediately. Amos Hubbell was chosen warden and Josiah Laev, John S. Cannon, Salmon Hubbell, Lambert Lockwood, William Peet and William Wordin were chosen Burgesses, and all were sworn in except William Wordin who refused to serve.

And Isaac Hinman was chosen treasurer

And William Peabody was chosen Bailiff and

sworn by said Justice Sterling according to law.

And voted—That the first meeting of the Warden and Burgesses be holden at the dwelling house of Ezra Gregory in said Borough, on the 24th day of November, A. D. 1800, at 2 o'clock, afternoon."

Thus the Borough government of "the port" was organized. In "Bridgeport As It Has Been" Chapter IV., discussing the Borough government, Mr. Sherwood says:

"The only difference here in the power vested in the Warden and Burgesses and that vested in the Courts of Common Council of the several cities, aside from those relating to a Municipal Court, was that the Courts of Common Council could enact ordinances without submitting them to the freemen, while the ordinances adopted by the Warden and Burgesses had to be approved in Borough meeting."

Why Bridgeport was not named Newfield, a name that had already been in use for many years, and acquired a very considerable currency, may well be asked. Then, also, the place had been known as Pequonnoek, from the river and harbor of that name long acknowledged. Moreover, the latter name, being of Indian origin would have possessed historic suggestiveness. But as New Field had been an evolution, so also was Bridge Port. The conjunction of the two important adjuncts to



commerce and the convenience of the traveling public settled the matter and Bridgeport was the name chosen.

So Bridgeport was instituted as a Borough, but she was still a portion of the town of Stratford. Thither the people of Bridgeport Borough were compelled to go to vote, and this was not agreeable, particularly after the number of Bridgeport voters began to make their section of the town a power, and the more conservative dwellers in the town of Stratford realized that soon the Borough would out-vote them and compel such legislation as its citizens saw fit. This was not to be long endured, and a petition was sent to the General Assembly from Stratford in 1821, asking that the Borough of Bridgeport be made a separate town. The Borough joined in this petition, and in justification thereof, showed that it had within its limits, 1,700 souls (about) and 218 dwelling houses, beside two flouring mills and seventy-three stores and manufactories. The taxable polls numbered 235 and the valuation



Map of Bridgeport in 1824.

of property, from the returns of the assessors in 1821, was \$24,701. The petition was granted and the Borough became a town.

THE BEGINNINGS OF BUSINESS.

A list of the individuals and firms doing business in the Borough of Bridgeport from its first settlement up to 1815 was compiled by the late Isaac Sherman, Esq., and is undoubtedly very complete, as his sources of information were excellent. The following summary gives them in brief: The first store opened at Newfield was supposed to have been by Philip Nichols, and was located near the head of tide water. The date is about 1730.

The second was located near the foot of State street, on a wharf and belonged to Stephen Burroughs. Then came Major Aaron Hawley; he sold to Daniel Young, of Norwich; then the firm of Abijah Hawley & Co.—Abijah, Aaron and Wilson—West India goods; then Captain Abraham Hubbell of Wilton, and Richard and Amos Hubbell, of Stratfield, who owned the brig Julius; then David Minot & Co., the company being Stephen Summers and Wm. De Forest. They owned the coaster

"Hope." Then came Stephen Burroughs, Jr. (1798), who owned the sloop "Volusia," and after him Stephen Burroughs and Isaac Sherman with the coasters "Volusia," "Peacock," "Hero," and "Nassau." Amos Hubbell owned "the yellow store" in 1801, subsequently occupied by De Forest & Hinman, Hubbell & Sherwood, C. B. Hubbell and Daniel Fayerweather in the dry goods line. Later, C. B. Hubbell and John M. Thompson, of Stratford had it. Then came David Sterling, Dr. James E. Beach, Captain Sterling Sherman, all in the grocery, grain and "New York" business; 1818 to 1822, Isaac Sherman and John Brooks, Jr., ran the packet "Mary Ann;" David and John De Forest, Hall & Lyon, Seth and Silas Sherman, David Sherman and Nathan Seeley (1794-1797); Samuel Penny, Charles Bostwick and Samuel C. Kirtland (1806-1815.) These were the principal firms of that period, covering about eighty-five years.

THE CITY AND ITS CREDIT.

In 1836 the town of Bridgeport secured from the legislature of the state a city charter, which was granted in May of that year. In the following year the city of Bridgeport loaned its credit to the Housatonic Railroad Company to the amount of \$100,000, and afterward issued coupon bonds to the amount of \$50,000 more in favor of the road, this being the first instance on record of the giving of municipal assistance to the building of a railroad. Questions as to the nature of the responsibility thus incurred subsequently arose, and complications of a serious character were threatened. The city had at that time no adequate property upon which a levy might be made in satisfaction of these obligations and had made no provision for their payment. The question of individual responsibility of citizens, then a new thing, was taken to the courts, and it was established that the property of citizens could be holden for the debt. After considerable severe experience the city established a sinking fund, which in due time met all the obligations and finally extinguished the debt.

Further reference will be made to this transaction hereafter. Shortly after the date of the incorporation of Bridgeport as a city, or in 1840, the population of Bridgeport was taken by Henry Edwards, enumerator, and was returned as 4,570. Ten years later (1850) it was taken by William R. Bunnell and the return was 7,558, while in 1860 George W. Lewis, enumerator, found 13,299, showing a most remarkable increase during the decade. In 1870 the enumeration was made by Philo F. Barnum and showed 19,876 persons, and in 1880 the census taken by William E. Disbrow discovered a population of 29,153. In the seventeen years since that time Bridgeport has more than doubled in population, the number being now above 60,000.



CHAPTER IV.

THE PROGRESS OF THE OLD FIRST CHURCH.—ITS REMOVAL FROM STRATFIELD TO "THE PORT"—ITS HISTORY THAT OF THE TOWN UP TO THE CONSTITUTION OF 1818.—WHAT THE DISESTABLISHMENT MEANT.—THE BI-CENTENNIAL OF THE CHURCH.—INTERESTING CERIMONIES AND EVENTS.—THE SECOND OR SOUTH CHURCH.

CHURCH AND STATE.

WHEN, following the growth of population and the trend of development, the First Congregational Society of Stratfield removed to the Borough of Bridgeport in 1808, they built a new church upon the site of their present edifice. The Rev. Robert Ross had been succeeded by the Rev. Samuel Blatchford as pastor of this church, and he was in charge from November 22, 1797, to March 20, 1804, when he resigned. He was succeeded by the Rev. Elijah Waterman, whose pastorate extended from January 1, 1806, to his death, October 11, 1825. It was during his pastorate that the change from Stratfield to Bridgeport was made and the new church built in the latter place.

OTHER PASTORS.

Succeeding the Rev. Elijah Waterman, the pastors were the Rev. Franklin Y. Vail, from October 4, 1826, to July 8, 1828, Rev. John Blatchford, son of Rev. Samuel Blatchford, from February 10, 1830, to July 26, 1836.

Following Mr. Blatchford, came the Rev. John Woodbridge, June 14, 1837, who remained seventeen months; Rev. John H. Hunter, from February 27, 1839, to November 13, 1845, Rev. Benjamin St. John Page, from February 10, 1847, to August 30, 1853. It was during the pastorate of the Rev. Mr. Page that the old church was removed and the present edifice erected. The new church was dedicated on Thursday, April 11, 1850, and on the Sunday following opened to public worship. The Rev. Mr. Page was succeeded by the Rev. Joseph H. Towne, whose pastorate extended from June 13, 1854, to June 29, 1858. He was followed by the Rev. Matson Mier Smith, January 5, 1859, to June 6, 1865. The next pastor was the Rev. George Richards, January 3, 1866, to August 24, 1870, and the next, the Rev. Charles Ray Palmer, whose term extended from August 15, 1872, to the year 1895, when he resigned to devote himself to his duties as a member of the managing board of Yale University.

BI-CENTENNIAL CELEBRATION

It was during the pastorate of the Rev. Dr. Palmer that the bi-centennial celebration of the church was held, on June 12 and 13, 1895. The historical discourse of the pastor was one of the most interesting and valuable features in the very elaborate ceremonies of the celebration, and next in interest, perhaps, came the roll-call of the original members, answered to in every instance by some descendant or representative. The list is as follows: Richard Hubbell, Sr., responded to by Major Howard G. Hubbell, descendant in the eight generation; Isaac Wheeler, Sr., responded to by Robert E. Wheeler, descendant in the seventh generation; James Bennett, responded to by Clarence H. Kelsey; Samuel Beardsley, responded to by Samuel Payerweather Beardsley, descendant in the eighth generation; Samuel Gregory, responded to by the Hon. Morris B. Beardsley, representing Samuel Beardsley in his own right and Samuel Gregory in the right of his grandmother; Matthew Sherman, responded to by James Eaton Beach and David Sherman Beach, descendants in the seventh generation; Richard Hubbell, Jr., responded to by Captain H. W. Hubbell of the U. S. First Artillery, descendant in the sixth generation; David Sherman, responded to by Deacon R. B. Lacey, descended from a daughter of Mr. Sherman; John Odell, Jr., responded to by Henry R. Parrott, chairman of the Society's committee, descended from John Odell through his grandfather's mother.

The history of the First Congregational church from the time of its establishment in 1691 to the adoption of the new constitution of Connecticut in 1818, was, practically, the history of the new town and of the influences which were largely to make and mark the character and progress of the future city. To be sure, other religious societies were instituted, and their influence upon the community was considerable, but they lacked the power of the secular government, which, while it controlled the Congregational church, at the same time gave it a weight and authority in all things that the others could not possess.

But it had come to pass in the beginning of this century that the minds of men were working toward a different policy in governmental matters, and the final divorce of church and state was natural and inevitable, and although at first it compelled the re-arrangement of church affairs and their adjustment to a new order of things in which they lost support but gained independence, unquestionably the change was for the best.

Speaking of this epoch in church history, the Rev. Dr. Palmer, in the historical discourse above referred to, said: "It (the pastorate of the Rev. Elijah Waterman) covered a wonderful period. As many will remember, it was the time of the Evangelical Revival, the fruitage of which was so extensive, not alone in Christian homes and churches, but in the formation of great beneficent organizations, such as the American Board, the American Bible Society and others. It saw the beginning of the temperance reform in this state, in the action of the General Association of 1812. I need only remind you, moreover, that in the midst of it came the second war with Great Britain, a time of peril, of hardship, of impoverishment, in which all foundations were shaken, but out of which the country emerged without serious disaster. Afterward came the great contest which ended in the disestablishment of the Congregational churches of Connecticut, the overthrow of the "Standing Order" as the phrase of the day put it. This event, in the time of it, seemed to many excellent men, the triumph of the gates of hell over the Kingdom, but some of them lived to perceive that it was indeed what Dr. Lyman Beecher called it: 'the best thing that ever happened to the Connecticut churches.'"

Among other interesting incidents of the bi-centennial celebration was the identification of a number of historic sites and locations which were of note in the old Stratfield parish. Among these were the Nichols' Tavern of revolutionary fame, No. 910 North avenue, where Washington repeatedly stopped on his journeys through the place. Opposite that is the Franklin mile stone, "20 miles to New Haven," set by Benjamin Franklin when Colonial Postmaster General before the revolution.

In April, 1821, during the pastorate of the Rev. Elijah Waterman, the church purchased land adjoining its site, on the east, where the chapel now stands, and a building was erected for a conference room and academy, and here Mr. Waterman intended to establish a theological school, and did there instruct a number of students for the ministry. The parsonage, which is a handsome and commodious house located on Golden Hill, No. 84, was bequeathed to the society by the late Mrs. Sylvanus Sterling.

On May 4, 1897, the Rev. John DePeu, who came from Norfolk, Conn., succeeded the Rev. Dr. Palmer, and was installed pastor of the church. The sermon was preached by the Rev. Frank S. Child, of Fairfield, the charge to the pastor was given by the Rev. Joel S. Ives, of Stratford, the charge to the people by the Rev. A. F. Pierce, of Danbury, and the right hand of fellowship by the Rev. Frank Russell of the South Congregational church of Bridgeport.

THE SOUTH CHURCH.

In 1830, three deacons, thirty-six other men and seventy-eight women were dismissed from the First church, at their own request, to form a new church, the mother church giving them one-half the church property and funds, and \$2,000 toward the erection of a new edifice. These united with others in forming the Second Congregational church, and William DeForest, Stephen Hawley and Josiah B. Baldwin were chosen deacons. In August, 1830, the Rev. Nathaniel Hewit, D.D., was chosen pastor, and he remained with the society nearly twenty-three years. In 1853 he was dismissed, and at the same time seventy-eight members of the South church were dismissed, at their own request, to organize a Presbyterian church, of which Dr. Hewit subsequently became pastor. The Rev. Nathaniel Hewit was a man of great ability, and one who stood high in the estimation of the church at large.

He had been pastor of the Fairfield church, and was a strong champion of the old school. He was installed pastor of the South or Second church, December 1, 1830, and under him the church prospered.

The second pastor of the South church was the Rev. Asahel L. Brooks, who was installed January 25, 1854, and dismissed March 11, 1856. The Rev. Benjamin L. Swan was the next pastor, and his term continued for two and a half years. The fourth pastor was the Rev. Alexander R. Thompson, whose term was from March, 1859, for three years. In 1860 the old church edifice was removed and a new building begun, which was dedicated in January, 1862, the Rev. Dr. Storrs of Brooklyn preaching the dedicatory sermon. The Rev. Francis Lobdell succeeded Mr. Thompson and preached for two years. The Rev. E. P. Hammond held special services during this term and added many members to the church. In May, 1865, the Rev. Daniel Lord was installed pastor of the church, and in 1869 he resigned to accept a pastorate in Chicago. The Rev. Edwin Johnson was the next pastor, he being installed in November, 1870. He resigned in 1876, and the Rev. R. G. S. McNeille began December 4, 1877, and resigned in 1893.

In 1894 the Rev. Frank Russell, D.D., was called to the church, and is the present pastor. The deacons for 1896-'97 are Edward Sterling, Edward W. Marsh, Thomas Calet, Wilbur A. Smith, L. B. Silliman, Emory F. Strong, George L. Porter, L. D. Sanford and Gladden Beers.



CHAPTER V.

THE PRESBYTERIAN CHURCH.—ITS FOUNDATION AND PROGRESS.—THE METHODIST CHURCH AND ITS ESTABLISHMENT IN BRIDGEPORT.—BEGINNING AND GROWTH OF THE BAPTIST CHURCH.—
THE CHURCHES OF BRIDGEPORT'S EARLY HISTORY.

THE PRESBYTERIAN CHURCH.

THE First Presbyterian Church was organized October 16, 1853, and became connected with the Presbytery of New York. The Rev. Dr. Nathaniel Hewit was installed in the same year. The church was transferred to the Connecticut Presbytery in 1860, and in 1870 to the Presbytery of Westchester where it still belongs. The following were the original ruling elders: Stephen Hawley,

Church of the Nativity.
Park Street Congregational Church.



First Congregational Church.

East Washington Avenue Baptist Church
Old Edifice.

Myrtle Avenue Presbyterian Church.
Burned 1874.

South Congregational Church.

Thomas Hawley, John Brooks, Henry M. Hine and Stiles M. Middlebrook. A chapel located on Myrtle avenue and costing about \$3,000 was dedicated in February, 1853, and a new church erected on the corner of Myrtle avenue and West Liberty street was dedicated in August 1855. The ground on which the church was built was the gift of Captain John Brooks and Captain Burr Knapp. The Rev. H. G. Hinsdale was installed pastor in 1852 as colleague of the Rev. Dr. Hewit, and shortly after the latter resigned. In 1877 the Rev. Mr. Hinsdale was dismissed by the presbytery to accept a call

at Princeton, N. J., and in February, 1878, the Rev. H. A. Davenport, the present pastor, was installed. During the pastorate of Mr. Hinsdale in 1874, the church on Myrtle avenue was destroyed by fire. The society immediately sold the old site and began rebuilding on the corner of Myrtle avenue and State street, where a handsome stone church, with chapel adjoining, was shortly erected at a cost of \$94,000. Pending the construction of the new church, the church meetings were held in the Opera House, corner of Main and State streets.

ST. JOHN'S EPISCOPAL CHURCH.

In 1801 St. John's Episcopal Church, the Rev. Philo Shelton, rector, erected its second edifice on the southeast corner of State and Broad streets in the borough of Bridgeport. The rectorship of Mr. Shelton continued until 1824, when he resigned. He was succeeded by the Rev. Henry R. Judah, who continued with the church until the year 1833, when he was succeeded by the Rev. Dr. Gurdon S. Coit. In 1836 a new church edifice was found necessary and a handsome church (the third edifice) was built on the southeast corner of Broad and Cannon streets. The Rev. Dr. Coit remained as rector of St. John's until 1861, when he resigned to accept the chaplaincy of a regiment in the Union Army. The Rev. Eaton W. Maxey, D.D., succeeded Dr. Coit, and his term as rector extended from Whit Sunday 1867, to Easter 1885. During his incumbency the fourth church edifice of St. John's was erected on the corner of Park and Fairfield avenues. The new church is one of the finest in the



Presbyterian Church.
Present Edifice corner State Street and
Myrtle Avenue.

State, and its location, although

at first somewhat far from the business streets, has since become much more central and desirable, the growth of the city in that direction having been very great. The old church was purchased by a syndicate and was converted into two halls and used for public purposes till the year 1889, when the site was purchased by the U. S. Government and the old church was torn down to make room for the new post office and custom house. The Rev. Dr. Maxey was succeeded by the Rev. Edgar A. Enos, and after a brief rectorship he was followed by the Rev. J. S. Lindsley, whose acceptance of the call was received September 27, 1887. Dr. Lindsley was a scholarly man and of attractive personality. He was greatly liked, but resigned to go to Boston, Mass., on July 9, 1889. He was followed by the present rector, the Rev. W. H. Lewis.

METHODIST EPISCOPAL CHURCH.

This church is probably the oldest Methodist Church in New England, since it traces its beginning back to the preaching of the Rev. Jesse Lee, 1789. But that was in the Stratfield days and when the first Methodist society in Bridgeport met in 1802 it



St. John's Church corner Broad and Cannon Streets.
Third Edifice.

was in a wooden block standing upon the corner of Main and State streets.

In 1822 the Rev. John Newland Maffit, the revivalist, spent a portion of the year in this place and regular preaching in the old church was soon afterward discontinued. In this year measures were taken

for the erection of their first house of worship in this city. The site of the house, which was the northeast corner of Broad street and Fairfield avenue, then Beaver street, was fixed at a meeting held

May 13, 1823, and the house, though remaining unfinished for some years, was occupied for worship the latter part of 1823, Mr. Maffit preaching the first sermon in it.

It was forty by sixty feet in size, and cost with the lot about \$3,000. It was destroyed by fire in 1849, and the present brick edifice was immediately afterward erected on the old site. The Bridgeport station was organized and manned in 1835-36.

The present church was dedicated on the 14th of February, 1850, and on that occasion the Rev. Dr. Durbin and the Rev. Allen Steele preached the sermons. Since its beginning the church has prospered and it has numbered several prominent and exceptionally able men among its preachers.

Of these may be named Rev. James M. Carroll, Rev. John Dickenson, Rev. Daniel O. Ferris, Rev. Charles E. Harris, Rev. Dr. W. W. Clark and the Rev. Dr. Joseph Pullman, the present incumbent.

BAPTIST CHURCH.

In 1835 the known and recognized Baptist element within the limits of the city of Bridgeport was confined to two females, Miss Hannah Nichols and Mrs. Lydia Sherwood. The Stratfield Baptist Church, an off-shoot from the original Church of Christ in Stratfield, was organized in 1751, mainly under the leadership of Captain John Sherwood, grandfather of the late Deacon David Sherwood. The location was northwest from the present city, nearly three miles away. It took fast root in that vicinity, in Fairfield Woods, Chestnut Hill, and as population sought the interior, extended to North Fairfield, now Easton, and to the southwesterly part of Monroe. It had its two meeting houses, known as the Stratfield and the North, which latter was located about one-half mile westerly of the Stepney depot.

In 1830 Rev. James H. Linsley was pastor of the Stratfield church and yet resided in Stratford village. The opportune time came, when in 1835, the St. John's Episcopal Church offered their edifice on the corner of State and Broad streets for sale. Mr. Linsley lost no time in collecting the necessary funds, himself being the leading contributor.

The price of the property was \$3,650 and \$3,000 was collected and paid over to St. John's Society. The first Baptist society was organized July 24, 1837, composed of six members, Benjamin Wakeman, Raymond Whitney, Roswell Whitney, Bennett Whitney and two others whose names are not known.



St. John's Church. Present Edifice.

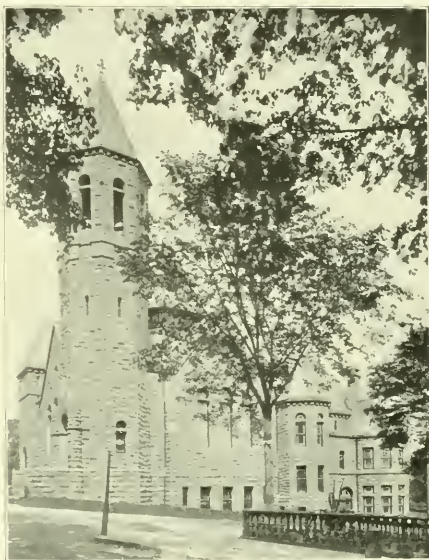


Old Baptist Church, State and Broad Streets.

The church was constituted September 20, 1837, with thirty-nine members; eleven males and twenty-eight females.

The Rev. Joseph Eaton, of Boston, was the first settled minister (1838), and under him the church increased to 136 members. He was succeeded in 1840 by the Rev. Daniel Harwington, and he was followed in 1842 by the Rev. William Smith, of Camden, N. J. He was succeeded by the Rev. William Reid in 1846, and after several ineffectual trials of other ministers, in November, 1857, the Rev. J. L. Hodge, D.D., followed Mr. Reid and remained with the church for three years. Under him the old church was replaced by a fine new edifice and considerable progress was made. Before the coming of Dr. Hodge the "Second Baptist Church" had been formed which was a serious drawback upon the old church. Dr. Hodge labored hard to unite the churches but in 1860 he gave up, and a call was extended to the Rev. Dr. A. McGregor Hopper.

He began his work in March, 1861, and was successful in a practical re-union of the churches, the second church disbanding and its members generally returning to the old church. Dr. Hopper remained until 1877, and was succeeded by the Rev. M. H. Pogson, who remained until 1884, when he gave place to the Rev. W. V. Garner. The Rev. C. C. Luther succeeded Mr. Garner, his term of service being from October 1, 1891, to November 1, 1893, when he was followed by the present pastor, the Rev. G. W. Nicholson. The old church was sold in 1892, and a new site was purchased at the corner of Washington and West avenues, where a very beautiful stone church was erected, the congregation worshipping in a temporary edifice on West avenue in the meantime.



First Baptist Church. Present Edifice.

The new church was dedicated October 28, 1894, at which time the Rev. Dr. Samuel F. Smith, author of "America" was present and took part in the services. The church celebrated its semi-centennial anniversary September 25, 1887, in the old church on State street.

CHURCHES OF 1835.

Of the above churches the Second Congregational was replaced by the present structure in 1861-62; the St. John's Episcopal Church was sold to the Baptists in 1835, and occupied by them till about the year 1859-60, when it was replaced by a substantial brick structure. The First Congregational Church was the third edifice of that



Methodist. First Congregational. St. John's Episcopal Afterwards Baptist. Second Congregational.

View of Churches in Bridgeport, Conn., from corner of Broad and Gilbert Streets Looking North. 1835.

Society replaced by the present structure in 1850. The Methodist Church was the first in the city and was destroyed by fire in 1849, when upon the same sight the present church was erected.

The two African Methodist Episcopal Churches on Broad street are among the older ecclesiastical organizations. The Bethel Church was built in 1835 and the Zion Church in 1843. They maintain regular services and are well supported. These are, with the exception of the Stillwell Methodist Church, organized in 1821-22, and possibly some others whose existence was brief, all the churches belonging to the early history of the town, and they were the progenitors of many others which arose in all directions, as the city put on its modern manners with its later progress and prosperity.



Zion A. M. E. Church. Broad Street.



Bethel A. M. E. Church.
Broad Street.

CHAPTER VI.

THE CHURCHES OF TO-DAY.—CHRIST EPISCOPAL, TRINITY AND ST. PAUL'S—THE UNIVERSALIST CHURCH.—
THE CONGREGATIONAL, METHODIST, BAPTIST AND CATHOLIC CHURCHES.—A VIEW OF ALL.

THE MORE MODERN CHURCHES.

THE first of the more modern of the churches, founded after 1840, was Christ Church, Episcopal. On August 16, 1850, the parish organized by the election of the following officers: Senior Warden, Charles Bostwick; Junior Warden, Russell Tomlinson; Vestry, Charles B. Ferguson, Chauncey M. Hatch, Charles M. Booth, Samuel Stratton, Aaron T. Beardsley, Philip B. Segee; Treasurer, Henry Shelton; Clerk, John S. Smith.

The first rector was the Rev. J. Howard Smith, who was called November 7, 1850, and who was rector until April, 1854. During this time the land was bought for the present church on Courtland



Trinity Church.

First Methodist Church.

Christ Church.

St. Paul's Church.

Universalist Church.

street, the corner stone of which was laid on Good Friday, April 9, 1852. The church edifice was completed in 1853, and was consecrated by Bishop Thomas Church Brownell, on the 21st day of April of that year. It is built of brown stone and cost about \$32,000. The rectors succeeding Mr. Smith have been as follows: Rev. Wm. Preston, 1854-1856; Rev. George E. Thrall, 1856-1859; Rev. L. W. Bancroft, 1860-1861; Rev. Henry M. Stewart, 1861-1863; Rev. John Falkner-Blake, (subsequently John Blake Falkner), 1863-1870; Rev. John J. Harrison, April 12, 1870 to November 28, 1870;

Rev. N. L. Briggs, 1871-1875; Rev. Dr. H. N. Powers, 1875-1885; Rev. Beverly E. Warner, 1885-1893, and Rev. Herbert D. Cone, present rector. The Wardens have been: Charles Bostwick, S. B. Ferguson, Russell Tomlinson, P. H. Skidmore, S. S. Clapp, Clapp Spooner, L. W. Clark, Daniel Hatch, George C. Waldo, Wm. H. Noble, George Munger, L. N. Van Keuren, P. B. Segee. The chapel in the rear of the church was erected in 1867 at a cost of about \$9,000.

THE UNIVERSALIST CHURCH, or "Church of the Redeemer" was organized about the year 1850. In the city records for March of that year, the Chief Engineer reports the conduct of the members of the fire department at "the burning of the Universalist Church on Cannon St., the previous evening" (March 28). From this it appears that the Society worshipped in some structure on that street previous to the erection of the handsome brown stone church on Fairfield avenue, which is its sanctuary, and which was dedicated in the latter part of the year 1851. P. T. Barnum was an active member of this church during his life and remembered it generously in his will. He was one of the trustees of the church. Among the pastors have been Rev. Adin Ballou, Rev. Olympia Brown-Willis, Rev. John Lyon, Rev. L. B. Fisher, Rev. J. N. Emery. The present pastor is Rev. F. A. Dillingham.

THE CHURCH OF THE NATIVITY is a picturesque stone church located on Sylvan avenue and Carson street. It was built chiefly by the Rev. E. Ferris Bishop, of Bridgeport, assisted by Joseph Richardson, of North Bridgeport. It was started as a mission school for St. John's Church and was maintained at first by that parish. The church was organized June 4, 1856, by E. F. Bishop, Joseph Richardson, Eli Thompson, Ira Gregory, John Hurd, William M. Hubbell and Henry M. Sherman, all from St. John's Church. The seats were free and the service choral. Mr. Bishop was ordained priest September 22, 1863, by Assistant Bishop John Williams, and was then chosen rector, and officiated at the church frequently till the time of his death. Of late years the church has been in charge of the rectors of St. Luke's.

ST. PAUL'S EPISCOPAL CHURCH (East Bridgeport) was organized at the residence of General William H. Noble, on Stratford avenue, June 4, 1858, at which time the Rev. Gurdon S. Coit, D.D., of St. John's Church, was chosen rector. Meetings of the Sunday school were held in the coal office of D. W. Thompson, near the center bridge, and subsequently over a store upon Crescent avenue. The Rev. Dr. N. S. Richardson was the first rector of the parish, his term beginning January, 1868. The corner stone of the handsome church building, upon Kossuth street, fronting Washington Park, was laid by Bishop Williams, October 6, 1868, and the church was dedicated and occupied for worship July 29, 1869, and was consecrated in 1880. Its cost was about \$30,000. Dr. Richardson was succeeded by Rev. M. Clark, the Rev. James O. Drumm, Rev. Mildridge Walker, and the latter by the present incumbent, Rev. H. M. Sherman.

TRINITY CHURCH was an offshoot of St. John's, and was organized June 1, 1863. Its first service was held in a hall over the New York and New Haven Railroad depot, June 14, 1863. The corner stone of the present edifice, on the corner of Fairfield avenue and Broad street, was laid November 2d of the same year. The church is built of brown stone from the Portland quarries, and has a seating capacity of about 600. It was opened for public worship on Sunday, July 3, 1864, and was consecrated by the Right Rev. John Williams, assistant Bishop of Connecticut, on Wednesday, November 2, 1864. The Rev. Sylvester Clarke was its first rector. He was succeeded by the present rector, the Rev. N. L. Booth, Dr. Clarke accepting a professorship in the Berkley Divinity School at Middletown, Conn. The Wardens of Trinity have been Jaratt Morford, Ira Gregory, E. B. Goodsell, D. N. Morgan, R. E. DeForest and George C. Edwards.

TRINITY MEMORIAL CHURCH (West Stratford) was a mission of Trinity Church and a memorial of the Rev. Dr. Gurdon S. Coit. It was opened for worship on Whit Sunday, May 19, 1872. In 1887 the Rev. Charles Pardee was appointed rector of the Coit Memorial Chapel and of the Church of the Nativity at North Bridgeport. Later on the chapel was given up and the parish became St. Luke's with a new church on Stratford avenue, the old edifice having been sold.

ST. LUKE'S CHURCH (Stratford avenue) was organized in 1873. It succeeded to the field of the Coit Memorial Chapel which was converted into a dwelling a few years since. The location on Stratford avenue was more desirable and answered better the increasing wants of the parish. Its rectors have been the Rev. Benjamin J. Davis, who had charge, at first, of both St. Luke's and the Coit

Memorial Chapel. The Rev. A. P. Chapman followed and he was succeeded by the present rector, Rev. John W. Gill, under whose active administration the parish has prospered. Mr. Gill has charge of St. Luke's and also the Church of the Nativity at North Bridgeport.

ST. JOHN'S WEST END CHAPEL, 687 State street (St. Agnes) is a mission in charge of the Rev. Geo. A. Robson.

ST. MARY'S BY THE SEA is a small Episcopal church in Black Rock, originally in charge of St. John's, but now in private hands. It is opened during the summer season.

THE PARK STREET CONGREGATIONAL CHURCH was organized in 1868, with thirty-nine members, twenty-five of whom were dismissed for the purpose from the North Church. Its first pastor was the Rev. John G. Davenport, who was ordained July 1, 1868. Until 1871 services were held in Bethesda Mission Chapel on East Washington avenue, but in that year the present church edifice was dedicated October 17. It cost about \$25,000. The church is a very vigorous offshoot of the old parent church.

In 1881 Mr. Davenport accepted a call to Waterbury, and was succeeded by the Rev. George S. Thrall in October of that year. Mr. Thrall labored acceptably for three years and was followed, March 26, 1884, by the Rev. Frederick E. Hopkins. In 1885 the church building was materially enlarged and improved. Mr. Hopkins was succeeded by the Rev. Dr. H. C. Hovey, and he by the present pastor, the Rev. Edward Grier Fullerton, Ph.D.

OLIVET CHURCH was the outgrowth of a Sunday school mission of the First Church at No. 114 North Washington avenue, and afterwards at Olivet Hall, corner of Grand street. The present Olivet Congregational church was organized November 16, 1870, and the Rev. De Forest B. Dodge was ordained pastor. He was succeeded by Rev. S. Hopkins Emory, (1872); R. Rev. Allen Clark, (1874); Rev. John S. Wilson, (1879); Rev. S. D. Gaylord, (1882) and the Rev. E. K. Holden, (1885), the present pastor. Mr. Holden has proved an excellent pastor and manager, and under his ministrations the church has grown much. It has a handsome edifice on the corner of North avenue and Main street, and it has secured the co-operation of many strong and able friends. It is a power in the community for good.

THE WEST END CHURCH (Colorado avenue) was first a Sunday school of the Presbyterian church (1884), but it became (1885) a branch of the Sunday school of the First Congregational church, and was organized into a church. Its pastors have been the Rev. George Foster Prentiss, the Rev. Henry Ketcham and the present incumbent, Rev. C. F. Stimson.

THE KING'S HIGHWAY CHAPEL (Congregational) is located at No. 580 Pembroke street, and was organized June 28, 1894. It is a flourishing little church and its pastor is the Rev. Wilson R. Stewart.

THE BLACK ROCK CONGREGATIONAL CHURCH is one of the older churches, having been organized in 1849. It was not of Bridgeport growth, but was a Fairfield organization, till Black Rock was annexed to the city in 1870. It is a flourishing church with a large membership, and the Rev. H. C. Woodruff is pastor.

THE WASHINGTON PARK M. E. CHURCH, No. 102 Barnum avenue, was organized in 1854. The original edifice was erected and occupied in 1854, and in 1867 it was enlarged and improved. Its pastors have been Rev. S. H. Smith, Rev. E. J. Searles, Rev. Charles S. Wing, Rev. Thos. Stevenson, Rev. W. W. Bowditch, Rev. A. C. Eggleston, Rev. I. M. Foster, Rev. George L. Thompson, Rev. Saul O. Curtice and Rev. Ervin Thorp, the present incumbent. This church celebrated its fortieth anniversary on May 27, 1894, with appropriate services.

THE SUMMERFIELD M. E. CHURCH, No. 473 Barnum avenue, was organized April, 1872. Among its pastors have been Rev. George A. Parkinson, Rev. A. P. Chapman, Rev. L. W. Abbott, Rev. E. L. Bray, Rev. George Filmer, Rev. O. F. Bartholo, Rev. W. S. Manship, Rev. D. O. Ferris and the present pastor, the Rev. Royal W. Raymond.

GRACE M. E. CHURCH, corner Fairfield and Clinton avenues, was established August 6, 1890. It has had the services of the Rev. E. A. Noble and the Rev. Addis Albro, its present pastor.

THE NEWFIELD M. E. CHURCH, No. 413 Stratford avenue, was organized 1872. Among its pastors have been Rev. R. S. Eldridge, Rev. F. M. Hallock, Rev. S. A. Sands. The Rev. Samuel Gurney is the present pastor.

THE NORTH MAIN ST. M. E. CHURCH, or "TABERNACLE" was founded July, 1873. In the following year the church on N. Main street, at the foot of Frank street, was opened and the Rev. A. B. Sanford appointed pastor. His successors have been Rev. S. H. Smith, Rev. David Osborn, Rev. J. R. Dumble, Rev. O. F. Tree and others. The present pastor (1897) is Rev. Alvin P. Knell.

Other Methodist Episcopal churches are: The First Swedish M. E. Church, West Liberty street; organized in 1883, the German M. E. Church, East Main street, the Zion A. M. E. Church, the Bethel A. M. E. Church, and the Point Union Mission and Sunday school, No. 146 East Main street.

THE EAST WASHINGTON AVENUE BAPTIST CHURCH is an offshoot of the old First Baptist Church. It is located in what was once the Bethesda Mission Sunday school building, which fronts upon Washington Park. The church was organized in 1874 with forty-seven members, and the Rev. C. W. Ray was its first pastor. It thoroughly remodeled the mission building and made a very satisfactory church of it, at a cost of about \$14,000. The Rev. W. M. Ingersoll and the Rev. H. W. Pinkham were among its pastors, and Rev. George D. Reid is the present incumbent.

Other Baptist churches are the Immanuel Baptist Church, Lafayette street, organized in 1888, pastor Rev. H. A. Chapman.

THE MESSIAH BAPTIST CHURCH, John street, organized 1888. Pastor Rev. W. N. Morton.

THE GERMAN BAPTIST CHURCH, No. 38 Burroughs street. Rev. Henri Galen pastor.

THE CATHOLIC CHURCHES.

The growth of Catholicity in Bridgeport presents an interesting and instructive study. Controlling elements in the population that no other power could effectively reach, the Roman Catholic Church has exercised a great influence upon the community in the last forty years, and has been a power for morality, temperance and good order.

The earliest date when mass is known to have been celebrated was 1830, by Father Fitton, who made regular visits until 1832, when Father McDermott was stationed at New Haven, and relieved him. In 1837 Father McDermott was succeeded by Father Smyth, who, in 1841, purchased a site for a church which was dedicated under the title of St. James the Apostle, on July 24, 1843; the congregation at that time numbering about 300. The church was located corner of Arch street and Washington avenue, and was built of brick. In November following, the Rev. Michael Lynch was placed in charge of the congregation, and the missions of Derby and Norwalk were included in the parish.

ST. AUGUSTINE'S.

In the year 1852 Bishop O'Reilly appointed the Rev. Thomas J. Synott pastor of St. James'. Soon after his arrival he commenced to build the Church of St. Mary, on Crescent avenue, East Bridgeport, and finished it the following year. In the same year he began St. Thomas' Church in Fairfield and finished it in 1854. The brick church on Washington avenue having become too small, the foundation for the present St. Augustine's Church was



St. Augustine's Church, R. C., Washington Avenue.
Convent in the Rear.

laid August 28, 1866, and it was dedicated on St. Patrick's Day, 1868, Rt. Rev. Bishop McFarland officiating. The convent school in connection with St. Augustine's parish was completed in 1881. Father Synott's pastorship continued for about thirty-two years, and terminated only with his death in 1884.

Father Michael F. Kelly was appointed pastor in 1884 and died in 1888, when the Rev. D. J. Cremin, the present pastor, succeeded. The present membership of St. Augustine's parish is probably between 5,000 and 6,000 souls. The Rev. Father Cremin is assisted by Rev. Father McNerrey and the Rev. Father Fitzsimmons.

ST. MARY'S.

St. Mary's Church was the first offshoot from St. James' (now St. Augustine's) parish and the old church edifice, a modest frame building erected by Rev. Father Synott, in 1854, still stands on the original site. The first regularly stationed pastor was the Rev. Peter A. Smith, installed in April, 1857, who built the parsonage and continued pastor until February 10, 1862. The Rev. Father John F. Rogers, the present pastor, purchased the building site on Pembroke street, where the church now stands. Work on the new edifice was commenced in June, 1874, and the corner stone was laid May 22, 1875, by the Very Rev. James Hughes, V. G., and dedicated by Bishop Galbery, October 26, 1877. The old edifice was remodeled into a parochial school under the charge of the Sisters of Mercy. The Rev. Father Rogers is assisted by the Rev. F. Dunnigan and the Rev. R. Carroll.

SACRED HEART.

The Church of the Sacred Heart, set off from St. Augustine's parish in 1883, was begun in 1884, when the corner stone was laid. The church was dedicated in 1886 (Sunday, July 4). The church edifice is one of the finest in this diocese, and was erected by the Rev. D. J. Cremin, now of St. Augustine's. Under the care of the present pastor, the Rev. J. C. O'Brien, the parish has grown and prospered and has added a new parsonage, a home for the Sisters of Mercy, and has now erected a new convent and parochial school building on Park and South avenues, and a year ago erected in the West End, Sacred Heart Chapel. Father O'Brien's assistants are the Revs. A. F. Harty, C. Leddy, and D. Hurley.

ST. JOSEPH'S.

St. Joseph's German church was organized in 1874. The present church building on Madison avenue was commenced in 1877 and completed in 1878, the Rev. Joseph Schaele, of New Haven, then being its pastor. The Rev. Theodore J. Ariens is the present pastor. The dedicatory service at St. Joseph's church was the occasion of the first official visit to Bridgeport after his consecration as Bishop of the diocese, of the Rt. Rev. Bishop McMahon.

ST. PATRICK'S.

St. Patrick's constitutes the youngest of the Catholic parishes of the city, and was formed from St. Augustine's, in May, 1889. The Rev. James B. Nihill, formerly assistant to the Rev. Father Lynch, of Danbury, is the pastor. On August 3, 1890, less than fifteen months from date of the parish's formation, was laid the corner stone of the St. Patrick's Church, by the Rt. Rev. Bishop McMahon, in the presence of 4,000 people. It will be of Gothic architecture, dimension 64x125 feet, with spire 175 feet in height, of which 80 feet will be stone work; the ceilings will be groined and the windows will be large size stained glass, and the three altars will be of marble.

ST. JOHN'S SLAVONIAN CHURCH is situated in the northerly part of East Bridgeport, on Brooks and Jane street.



St. Mary's Church, R. C., Pembroke Street.

ST. ANTHONY'S French Church is on Colorado avenue, and the Italian Congregation meets every Sunday in the old St. Mary's Church.



Entrance to Parochial School Building. Park Avenue.

street, Charles Abercrombie, Elder; the City Mission, No. 378 Water street, organized 1890, pastor in charge, Rev. W. D. Fowler. The Advent Christian Church, No. 197 Barnum avenue, corner Brooks street, was organized November 20, 1849. Its pastor is the Rev. J. W. Davis.

Besides those already named, there are in Bridgeport four Lutheran churches: The First German Evangelical Lutheran Church, No. 164 Noble avenue, organized in 1892; the German Lutheran St. Paulus Church, No. 20 Harriet street (1893); the Swedish Lutheran Salem Church, No. 399 Park avenue, and Our Saviour's Danish Evangelical Lutheran Church, organized 1893.

There are also St. Nicholas Russian Orthodox Church (Greek Catholic); the German Reformed Church, Congress street, Pastor Rev. Casper Brunner. (This is a comparatively old church, having been organized in 1868); the Congregation Benai Israel (Jewish); the Berean Church (organized 1890), Pastor Rev. B. D. Remington; the Church of Christ, No. 18 Beach





Hiram Campbell.	C. F. Bamberg.	J. H. Long.
Wm. H. Murphy.	Frederick P. Beardsley (Chief).	T. R. Congon.
G. F. Beardsley.	E. M. Wilson.	
C. B. Tuttle.	D. E. Johnson.	E. J. Madden.
		C. E. Palmer.

OFFICERS OF FIRE DEPARTMENT OF 1897

CHAPTER VII.

THE FIRST FIRE ENGINE MARKS AN EPOCH.—SOME OLD FIRES.—THE MEN OF THE OLD TIME FIRE COMPANIES.
—THE GREAT FIRE OF 1845.—A PERSONAL NARRATIVE.—THE DEPARTMENT OF TO-DAY.—
NOTES ON THE OLD FIRE HOUSES, HATS AND SOME OTHER THINGS.

FIRE DEPARTMENT, FIRES, ETC.

MR. FRANKLIN SHERWOOD begins his exhaustive compilation of borough, town and city data entitled "Bridgeport As It Has Been," with the purchase of the first fire engine, as marking a distinctive epoch in the history of Newfield village. In September, 1796, a subscription was taken up among the inhabitants of the village for the purpose of purchasing a fire engine, and in the following May (1797) a petition was sent to the General Assembly asking for the right to constitute a fire company to "conduct and run the same," and it is probable that the engine was bought at some time between those two dates. The reply made to this petition by the General Assembly was not satisfactory, but in answer to another petition, sent in 1798, the Assembly seems to have made a better arrangement, and after defining the limits of the village for the first time, the people within those limits are empowered to constitute a fire company of twenty-five persons to "work and conduct the fire engine" and to enlist twelve of the company from the military company who shall be exempt from ordinary military duty "so long as they do actually serve in the said fire company."

From the specimens preserved as curiosities at the present time, we know that the fire engines of one hundred years ago were very primitive and ineffectual affairs and it was not for many years after the purchase of this first engine that Bridgeport had a machine that was really valuable. For a long period the handbucket brigade assisted the fire company. Every good citizen and householder kept one or more leather fire buckets in his house, and, equipped with such an extinguisher, he was expected to turn out at the call of "fire," and, forming a line with others from the nearest well, cistern or brook, pass water up to the engine which was thus filled and then the water was pumped upon the fire.

The first record of a serious fire in Bridgeport is found in the columns of the Republican Farmer, published by Stiles Nichols & Son, in the issue for February 9, 1815, and reads as follows:

"FIRE—On Sunday morning last about 10 o'clock, the new block of buildings in the borough was discovered to be on fire. Its progress seemed to threaten for a considerable time the destruction of the whole block together with all the buildings near it, but the spirited exertions of the inhabitants, favored by a full tide, the calmness of the morning, and the engine, extinguished it. The cause of the fire, it is said, was the putting of ashes into a wooden dish, the preceding evening and leaving them in the shop of Messrs. Kirtland & Wordin, Merchant Tailors, who were the principal sufferers—estimated about two thousand dollars. During the rage of the fire an explosion took place by a small quantity of powder taking fire, which burnt a few people near it, but we are happy to say without material injury. Some considerable damage was done to the apothecary store of Thomas C. Wordin."

Following this fire there were for several years futile efforts made to raise by subscription, assessment and tax, the money to purchase another fire engine. The thing was ordered to be done at meetings of the Warden and Burgesses, but until January, 1819, it did not become an accomplished fact. At that time the money was raised by subscription and an engine (No. 2) was purchased, which engine is occasionally referred to in the borough records as "No. 16," for reasons unknown.

In March, 1828, there occurred another fire, which broke out in the cooper shop of Ashbel Olmstead, which was consumed with its contents, and the fire extending through burned six stores and dwellings on Bank and State streets, entailing a loss of \$6,000.

It was customary for the Court of Burgesses to annually appoint members to fill out or constitute

the two fire companies, and it appears to have been "turn and turn about" among the able bodied men of the place. A man would be on one company in one year and on the other in the next year, and there was evidently no respect of persons in the Burgesses' court. The following appointments for 1823-24 will show the manner of men of which the old fire companies were made.

APPOINTMENTS FOR 1823-24.

ENGINE NO. 1.

Ashbel Olmstead, Charles De Forest, David Hubbell, Jr., Daniel Fayerweather, David Sterling, Jr., Enos Bussey, Eleazer Lacey, Elmer Wordin, Ezra Gregory, Jr., Everad Benjamin, George Atwell, George W. Sterling, George Kippen, George W. Lewis, Gideon Thompson, Nathaniel L. Skinner, Hanford Lyon, Henry Booth, Henry Shelton, Justus Allen, Josiah Hawley, Munson Hawley, Norman Northrop, Oswal Backus, Philo Hurd, Paddock Crosby, Philo Birch, Seth B. Jones, Thomas Waterman, Thomas Hawley and William H. Peet.

ENGINE NO. 2.

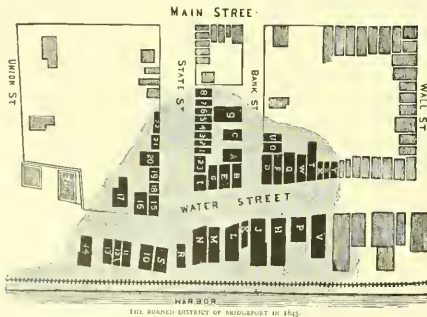
John B. Pool, Samuel Hawley, Jr., Sylvanus Sterling, Henry Coty, Ziba Northrop, John Beardsley, Ira Peck, Isaac Sherman, Jr., Levi Sherman, Benj. S. Smith, Lyman Baldwin, Lemuel Hubbell, Caleb Tomlinson, Fitch Taylor, Edward Beard, William Porter, Andrew Curtis, Stephen Hull, Jr., William Hanford, Asa Hubbell, Ephraim Knap, Joseph Hawley, Eben Fairchild, Nichols Northrop, David B. Nichols, Everat Lewis, John C. Shelton, Charles B. Hubbell, William Morehouse, Isaac Burroughs, Albert Shephard, Seymour Whiting, Levi Young, Stephen Hawley, George Hawley, Benjamin Wheeler, David P. Minot, Nathan Curtis, David Roberts, Burr Perry, ——— Perry, Jabez Norman, Benjamin D. Lindsley, Benjamin Wheeler, Jr., Levi Lyon, Ephentus Curtis and Abel Baldwin.

In the year 1834 another fire company was chartered in Bridgeport, and in 1840 the Phoenix Fire Company No. 4 and the Pequonnock Fire Company of North Bridgeport were constituted. In 1845 the Bridgeport Hose Company was organized. In this year occurred the most serious conflagration, considering the size of the place, that Bridgeport has ever experienced.

THE FIRE OF 1845.

On December 12, 1845, at midnight, a fire broke out in a wooden building occupied by George Wells as an oyster saloon. It was located on Bank street, and like nearly all the buildings about it, was of wood and very inflammable. The fire burned down to Water street, and then up and down Water street, out on to the dock, sweeping everything before it. It burned through to State street but did not come into Main street. The firemen were handicapped by the low tide, and the fire had everything its own way for a while. Finally, the tide came in and more water was available, and some buildings were also pulled down, which helped to stop the spread of the fire.

The following diagram will serve to elucidate the account of the fire and show how extensive it



was. The building marked "A" on the diagram was the saloon of Mr. Wells, the starting point of the fire. "Y" marks the building owned by Daniel Hatch, pulled down on the north, checking the flames in that direction. "V" was near the dock and water was handy and thus the fire was overcome.

An account in the Farmer, of that time, says:

"The contest ended about 4 o'clock. The streets outside the burned district were filled with goods and furniture. These had in many instances been moved but not saved. The lack of water enabled the fire to obtain its great headway and most of the damage on Water street was done while waiting for the tide to rise."

The number of buildings destroyed was forty-nine, and all were of wood. Some forty families were burned out.

The amount of loss was \$150,000 as estimated, upon which there was an insurance of \$80,000. Among the goods destroyed were 800 barrels of flour, 100 barrels of mackerel and large quantities of tea, coffee, sugar, molasses, etc.

The Common Council held a meeting on the 12th and passed a resolution of thanks to the fire department for their efficient services. A public meeting was held on the next evening, and a committee, composed of Alexander Hamilton, Edwin Porter, Isaac M. Conklin, Daniel Thatcher, V. D. Ellsworth, Ira B. Wheeler, Joseph Cook and Eliakim Hough was appointed "to inquire into the condition of the suffering poor in consequence of the late fire," and authorized to collect and disburse subscriptions, according to their best judgment to those who were needy.

A PERSONAL NARRATIVE.

Mr. George A. Sanford, of Redding, Conn., was in 1845 finishing his apprenticeship with Jacob Mott, carriage maker in Bridgeport, and he boarded on Main street in a house just below Parker & Davis' present store. He occupied a room in the rear of the house, from which he could plainly see the oyster saloon on Bank street, kept by George A. Wells, in which the fire started. Mr. Sanford states that his landlady, Mrs. Middlebrook, called to him about one o'clock on the night of December 12 saying: "George Wells is all afire."

Mr. Sanford dressed immediately and was one of the first to reach the fire. It had started in a lot of shavings in the cellar, kept to use in roasting oysters, and it quickly burst through the floor and enveloped the structure. "Then," says Mr. Sanford, "every one thought the fire must run into Main street. I went back to the house, packed my things and then went across the street to the Sterling House stables, and had my horse harnessed ready to move if the fire spread into Main street. Many others were making similar preparations.

"I went back to the fire and worked a spell on an engine as volunteer. William Hall came to me and asked me to open his grocery store, near Thomas Hawley & Co.'s store, and to give to all, crackers and cheese and cigars. He could not do this as he belonged to one of the engine companies. I did so and there were a large number of boilers of coffee brought in by the ladies. One or two other stores were opened in a like manner. There were three or four hand engines in town, and all the buildings were of wood so that the fire spread rapidly. The tide was out and the pipes from the engines kept filling with mud as they took water from the river. The fire ran into Water street and soon spread on both sides of the street. It was finally stopped from going north on the west side by pulling down a small wooden building just below Thomas Hawley & Co.'s. It ran down both sides of Water street below State, burning what was called "the Old Flat Iron," corner of Water and State streets, that had been an eyesore to Bridgeport people for a long time. It was owned by a man by the name of Wheeler, and how the boys did cheer when they saw it in flames. It was thought at one time that the whole business part of the city was doomed, but the fire was gotten under control finally.

"A West India brig had come in a few days before, loaded with salt and molasses and had unloaded at the stores on the dock. They were all burned and the molasses ran into the street and all over the dock where the brig was lying, and she took fire several times, it being low tide, before she could be floated across the river. A lumber yard took fire and the lumber was thrown off the dock. J. C. Blackman was chief engineer of the fire department at that time. I only remember one



Amerius Hose No. 1.
Decorated for her last parade.

man who is still doing business who was there at that time, and that is Samuel W. Baldwin, of Thomas Hawley & Co.'s, who kept a book and news store on Wall street. I well remember that all the freight for Albany and Troy came that winter by boat to Bridgeport and then up the Housatonic road.



House and Bell Tower.
Steamer No. 1. John Street.

"Mr. L. Fairchild kept the Sterling House on Main street and Mr. Hinman the City Hotel on Wall street, the two leading hotels at that time. I recall that many remarked the next day that the fire was "the best thing that ever happened to Bridgeport," and I think it was so, as nearly all the buildings burned were old and delapidated."

A PAID DEPARTMENT.

Up to 1847 the volunteer system had prevailed in the fire department with no effective organization. In that year Mr. R. B. Lacey drafted a plan for a re-organized department which was adopted and a board of engineers was constituted which had charge of the several companies and this system prevailed up to the date of the organization of a paid department in 1872.

In January, 1864, the steam fire engine, D. H. Sterling, previously contracted for, was received and paid for, the cost being \$3,500, but with horses, house, etc., \$11,746.24, and this was followed by the procuring of two others, Protector No. 2 and Excelsior No. 3, in 1865.

In 1867-68 the fire department, still a mixture of the old and new, was constituted as follows:

OFFICERS.

Chief Engineer, Henry T. Shelton; *Assistants*, George F. Humiston, John Sherman, S. C. Nickerson, Peter Ring, Henry Osborn, John M. Wilson, Jr.; *Secretary*, Henry Osborn; *Treasurer*, S. C. Nickerson.

STEAMER D. H. STERLING NO. 1.

George W. Griswold, Jr., *Foreman*; E. S. Jennings, Henry Coffin, *Assistants*.

STEAMER PROTECTOR NO. 2.

W. H. Bradley, *Foreman*; Isaac W. Nelson, Theron Hills, *Assistants*.

FOUNTAIN HOSE CO. NO. 3.

Conrad Miller, *Foreman*; Joseph Cook, Albert De Forest, *Assistants*.

HOOK AND LADDER CO. NO. 4.

Hector McKenzie, *Foreman*; Charles A. H. Bright, John Mandeville, *Assistants*.

STEAMER EXCELSIOR NO. 5.

E. M. French, *Foreman*; C. A. Gould, John H. Partridge, *Assistants*.

AMERICA'S HOSE CO. NO. 6.

W. Howard Barnum, *Foreman*; Charles W. Gleason, Joseph B. King, *Assistants*.

WHEELER & WILSON STEAMER SEAMSTRESS.

(Independent.)

N. Wheeler, *Chief Engineer*; W. H. Perry, *Assistant Engineer*; F. Hurd, *Secretary and Treasurer*; O. E. Buckminster, *Foreman*; J. J. Medcraft, M. Powers, *Assistants*.

SEAMSTRESS HOSE.

Eli Dewhurst, *Foreman*; John C. Eaton, Walter J. Skinner, *Assistants*; A. Heaton, *Engineer of Steamer*; F. B. Bradbury, J. Doty, *Assistants*.



House of Steamer No. 3. Crescent Place.
With Bell Tower.

As a natural sequence to the adoption of modern machinery, modern methods were also introduced, and, as has been said, in 1872 the volunteer fire department, of which Charles A. Gerdinier had been the head from 1869, was disbanded and a paid department organized, Mr. Gerdinier being retained as chief. The fire department of the city is very satisfactory and effective, and for its size, Bridgeport has not suffered many serious fires. The chief fires of the last forty-five years have been: the steamer Alice burned at the dock in 1852; the carriage factory of F. Wood & Co., on Broad street, December 22, 1865; lumber yard of Beardsley & Wilson, May 28, 1871; lumber yard and mill of S. C. Nickerson & Son, September 30, 1872; Courtland Block, February 21, 1873; Presbyterian Church, Myrtle avenue, December 9, 1874; Wheeler & Wilson factory, December 14, 1875; hat factory of Glover Sanford & Sons, June 7, 1877, on which occasion eleven lives were lost by falling walls; the Howe Machine factory, July 28, 1883; the Hurd grain elevator, October 13, 1883; the Barnum Winter Quarters, November 21, 1887.

In the year 1872 a fire alarm telegraph system was established and put in operation at a cost of \$10,000, having forty-two call boxes. There was erected in East Bridgeport a bell tower, the one now in use, as a signal station for that side, while the bell of the North Congregational Church was used on the west side for some time. Not giving satisfaction, however, it was subsequently changed for the tower with great bell now used, standing in the rear of Courtland Block, near the house of Steamer No. 1, and was at first under the charge of Messrs. Jesse S. Duncomb and Joseph P. Reed, but afterwards William Krapp was appointed superintendent.

The year of 1872-73 was one of considerable loss by fire, the Nickerson lumber yard fire and the Courtland Block fire coming on September 30, 1872 and February 4, 1873. These fires, with others, aggregated a loss over and above insurance of \$138,257 for the year.

The status of the fire department at the present time may be summarized from the report of the Board of Fire Commissioners for the year 1896 as follows: Six steam fire engines, houses and land, two hook and ladder companies, blacksmith's department, fire alarm telegraph, hydrant department, land on Middle and Congress streets; total valuation \$184,718.32. Expenses for the year, \$67,105.30. P. P. Beardsley, *Chief Engineer*; Hiram M. Campbell, Eugene M. Wilson, Clarence E. Palmer, *Assistant Engineers*; W. A. Barns, *Superintendent of Fire Alarm*.

The above report shows that the City of Bridgeport is, for its size, thoroughly well equipped in its fire department and the fact that the department is efficient and active is demonstrated in part, at least, by the few destructive fires that occur. The entire losses by fire during the year 1896, on buildings and individual losses, were less than \$25,000 and that amount was covered many times by insurance.



House of Steamer No. 5. Middle Street.



House of Steamer No. 1. Madison Avenue.

More recently there have been established independent fire departments in some of the large manufacturing plants, such as the Warner Brothers Company, the Eaton, Cole & Burnham Company, and that of Thomas P. Taylor.

FIRE HOUSES, HATS, ETC.

In 1837 a resolution was passed by the Common Council constituting a committee consisting of Nathaniel Wade, Ira Peek and Josiah Hubbell, to secure for the city, by lease or sale, sufficient land on which to build a house for the fire engines of the city. Up to that time they appear to have had no local habitation, and to have been housed temporarily wherever was convenient, a custom not always conducive to the well being of the machinery



House of Steamer No. 6, Seaview Avenue.

PUBLIC POUND.

The habit of designating private property for public uses had not entirely departed, nineteen years after the turning of "Edwin Porter's barn" into an engine house, for, on the 16th of April, 1856, the city records show that "the barnyard of W. D. Bishop was established as a City Pound and Frederick Saxty appointed keeper of the same."

At the next meeting of the Council, May 5, the following communication was received and read:

"The undersigned would hereby tender his resignation as proprietor of the City Pound on Golden Hill. Having held it for two or three weeks past, nothing less than a salary of \$5,000 per annum, payable in advance, would induce me to retain the honor. Yours respectfully, W. D. BISHOP."



House of Steamer No. 1, Norman Street.
And Truck of Hook and Ladder No. 1.

or to the efficiency of the department. It was now proposed to make an effort for a better state of things, and so the committee above mentioned was appointed. But, just then, the unpaid interest on the Housatonic Railroad bonds was looming large on the financial horizon of the city, and there was a conservative feeling abroad that restrained the impetuous who would have made free with the public money. There is no record of the report of this committee; but on September 11 it was ordered by the Common Council "That Fire Engine No. 1 be deposited for safe keeping in Edwin Porter's barn in said city until otherwise directed."



Truck of Hook and Ladder No. 1.

The city accepted the resignation and procured a piece of ground on John street, corner of Broad, which was fenced in and made a Pound, at a cost of \$74.84.

SEVENTY-FIVE DOLLAR HOUSES.

But the city was not always to be "close" with its firemen. In 1854 it was voted by the Council "that seventy-five dollars be appropriated for building a house for a hose company, to be located on Cedar street," and again, "that a hose company be established on Golden Hill, and seventy-five dollars appropriated to build a house." This must in time have dotted the city with a class of structures calculated to give variety to its architectural aspects.

FIRE HATS.

The same year it was voted "That the premium awarded to Hook and Ladder Co., be not paid until the officers of said company equip themselves with fire caps." This was not the first time that the head gear of the firemen had caused trouble. At a meeting of the Board of Engineers in 1852, two years before, a motion was passed to the effect "that every fireman shall provide himself with a good fire hat, and that no roll shall be accepted until the foreman has certified that every member of his company is equipped with a fire hat."

Uniformity was essential to a certain degree of discipline, and the demoralizing habit of running to fires in an assortment of high hats representing many eras and epochs, must have called for extreme measures of repression and rebuke.



CHAPTER VIII.

THE GREAT TURNPIKE INTEREST.—HOW THE COMPANIES FED BRIDGEPORT.—THEY OPPOSE THE RAILROAD PROJECTS.—THE HOUSATONIC R.R. CHARTERED AND BUILT.—THE CITY CREDIT INVOLVED AND THE TROUBLE OVER IT.—THE DEBT ACKNOWLEDGED AND PROVIDED FOR.—QUEER LEGAL PERFORMANCES.—THE NAUGATUCK R.R. BUILT.

THE TURNPIKE COMPANIES.

PREVIOUS to the railroad epoch, which may be said to have begun in 1836, the highways had been the avenues of communication with the interior towns, and by them all products were brought to tide water. Bridgeport afforded an advantageous outlet for trade and traffic, and she had built up quite a business, leaving Stratford and Fairfield behind in the matter of commercial enterprise. She built ships and wharves and stores, and opened quite an extensive trade with the West Indies. She began the manufacture of articles which could be supplied to the back country towns, or shipped abroad, and her manufactures in saddlery, harness, carriages, furniture, cooperage, and in other lines, became famous. Good roads were necessary, and turnpike companies which worked the highways, kept them in repair and took toll upon them, were chartered by the State. Large sums of money were invested in these enterprises, and as all the travel of the time and all the trade from the interior passed over them, they became profitable investments, and the formation of turnpike companies was common.

The Newtown and Bridgeport Turnpike Company was one of the most important, and this was extended to New Milford, opening up a rich producing territory. This great public highway became one of the most important in Western New England, and paid large dividends to its stockholders. Then another company was chartered which built a road from Newtown to Norwalk, and one from Monroe to Black Rock, for the purpose of diverting to those shore towns a portion of the trade which naturally came to Bridgeport.

The petition for a charter for a turnpike company sent to the legislature in 1828, recites how that "Huntington Center is the converging point for many roads, from the northern part of the town, from Derby, Roxbury, Woodbury and Oxford," and that the products of agricultural industry and domestic manufactures were all carried over those roads to the Center, on the way to "the port or Borough of Bridgeport," "which is the natural distributing point for all this produce," and from which, over the same roads, are carted back "lumber, coal, brick, timber of all sorts," etc., etc. The importance of Bridgeport as a commercial center thus appears, and the character of her business even at that early day. The petitioners ask for a turnpike road from Huntington Center to Bridgeport, to help all this travel and to make it easier for the "very wealthy farmers of North and Northwestern Huntington."

The Huntington turnpike was built and still exists, although its glory as a great traveled highway has long since departed. It originally terminated at Main street, below East Washington avenue, but now what is left of it in the city limits is on the east side, under the title Huntington Road.

As has been said, the state had granted many turnpike charters (1836), and the companies were frequently prosperous and the charters valuable.

A schedule of the dividends paid by the Newtown and Bridgeport Turnpike Company for five consecutive years shows that it was good paying stock, and in a letter to the Hon. R. M. Sherman of

Fairfield, written from New Haven, January 5, 1838, the following dividends are announced as due and payable:

New Haven Bank	- - - - -	3½ per cent.
New Haven County Bank	- - - - -	3½ " "
Mechanics Bank	- - - - -	2 per cent.
Milford Turnpike	- - - - -	\$2.50 per share.
Derby Turnpike	- - - - -	
Middletown, Durham and New Haven Turnpike, payable on the 11th inst.	-	\$5.00 per share.

Shares of turnpike stock were probably of a par value of \$25 each. The directors of the Fairfield County Turnpike Co., at a meeting holden at Redding Ridge, August 9, 1836, declared the "stock of said company to be of a par value of \$25 per share each."

OPPOSITION TO RAILROADS.

The advent of the railroads was to this interest a most serious matter. And yet, charters were being asked for up to and after the time when the railroad epoch opened. The danger does not appear to have been, at first, fully realized. But where railroads were projected that paralleled existing turnpikes, the companies owning and controlling the latter remonstrated strongly against the injustice that would be done them by the granting of the railroad charters. The owners of stock in and the officers of the great turnpike companies which terminated in Bridgeport, and which had been the feeders of her trade and commerce for a quarter of a century, fought against the chartering of the Housatonic railroad, which would drain the country from which they derived their support, and, in the end, kill their business. These parties represented, in petitions to the legislature drawn by such able and interested lawyers as Judge Roger Minot Sherman of Fairfield, that they had chartered and vested rights which were threatened with destruction, but which the State was in honor bound to protect. They had invested large sums of money in the building, improving and repair of the great turnpike roads, and the stock in the chartered companies was owned, in many instances, by widows and orphans, and held in trust for other dependent persons, whose all was imperilled by the railroad proposed. When the extent of those interests and the strength of the case thus presented are considered, it is remarkable that the new project triumphed, and to have overcome such certainly natural and seemingly consistent opposition, the railroad, as an institution, must have possessed, even then, that wonderfully persuasive power in shaping legislation, which inheres in it to-day.

THE RAILROADS.

In 1832 Connecticut had authorized through her legislature, the building of railroads for the Boston, Norwich and New London, New York and Stonington, and Sharon and Salisbury enterprises. In 1833 the legislature chartered the Manchester and Hartford, and New Haven roads, and in 1835 the Hartford and Springfield, Fairfield County and the Worcester and Hartford roads. There were projects in plenty.



THE HOUSATONIC ROAD.

In 1836 a charter for "The Ousatonic Rail Road Company" was granted to Enoch Foote, William Peet and William C. Sterling of Bridgeport, and their associates, and this road was to run from the north line of the State of Connecticut, on the southern boundary of the town of Sheffield, thence "along the valley of the Ousatonic river" to the town of New Milford, and thence to Bridgeport; or to the western line of the State of Connecticut, to meet a proposed road from Harlem through Westchester County, New York State. Back of this project was Mr. Alfred Bishop, who in that year (1836) had come from New Jersey and located in Bridgeport. He was a contractor, constructor of canals, a promoter of enterprises on a large scale, and a far-sighted man of affairs, but even he would have been astounded could he have looked forward to the present time and seen the ultimate importance of the projects which he then set on foot.

THE BOND BUSINESS.

Mr. Bishop was of Connecticut stock, born in Stamford, but had been operating in New Jersey when his attention was called to his native State, and to Bridgeport in particular, as a fruitful field for railroad enterprises. The proposed Housatonic railroad was the first one which Mr. Bishop

undertook to handle. Money was required to build the first section of the road, and the newly chartered city was asked to join in the undertaking, by which it was to be largely benefited. On March 2, 1836, resolutions were passed at a city meeting pledging the credit of the city to the road to the extent of \$100,000. This was subsequently increased to \$150,000, and bonds were issued and sold by which the money was raised. A novel responsibility was incurred, it is believed to have been the first of its kind in this country, and the question of the legality of the action of the city was a serious one, although the transaction had been approved by the legislature. The promoters of the project had the utmost confidence in the result, and through the help thus secured the road was built, but it was not at first a successful venture, and in the squeeze of a general financial depression which came upon the country, the city was called upon to pay interest, which it was not prepared to meet. There was a question about the responsibility of individual citizens for the debts of the city, even if legally incurred, and a very large amount of hostile feeling was developed among those tax-payers who had not been concerned in incurring the obligation. Persons moved out of town to escape, if possible, their proportion of the debt, and others openly repudiated the whole business, and were for fighting against it on the score of illegality. The matter went to the courts, and they decided against the city in every case, and in 1856, twenty years after the making of the original loan, a sinking fund was established, which provided for and secured the extinction of the debt.

The result was gratifying, and is pleasant to contemplate to-day, but no one can read the records of those tempestuous times and not feel persuaded that both the city as a corporation and the individual tax-payers proposed to avoid responsibility for the bonds if possible. A large proportion of the property owners felt that they had been led into a losing financial entanglement, from which they would free themselves were there any legal loop-hole found large enough to permit their exit. There can be little question that had the courts declared the "bonds" illegal, the bondholders would have waited long for any provision for their payment. Individuals would not volunteer to pay a debt which had been contracted illegally and without their personal consent. Moreover, the city, as a corporation, did not propose that what little property it possessed should be liable to seizure, for it took measures to secure itself. This is made manifest by the act of Mayor James C. Loomis, on the 21st day of August, 1843, when he did, in conformity with the action of a city meeting previously held, "for the consideration of \$15 received to my full satisfaction of George Kippen, demise, lease and farm out unto the said George Kippen, his heirs, executors and assignees, the engine houses Nos. 2 and 3, situated in said city, * * * and also engine house No. 4, situated on Main street, * * * together with the land on which said engine houses stand, to have and to hold * * * for the period of twelve months from the date of this instrument." But this was not all; at a city meeting called for the purpose on September 30, 1843, it was voted "that Philo Hurd, Esq., of the City of Bridgeport, be and hereby is appointed agent * * * to assign, transfer and convey unto Noah Plumb, Esq., of the town of Bridgeport, all the property of the City of Bridgeport, both real and personal, in trust for the benefit of *all the creditors* of said city, according to the statutes in such cases made and provided." Thus did the city make a voluntary assignment of what property it had left after the transfer of the engine houses and lands to George Kippen by Mayor Loomis. And still again, in June, 1844, the city sold to the town "all the fire engines with the fixtures and appurtenances thereto belonging, together with the houses and lands belonging to said Fire Department," for the sum of \$1,249.09, and the town in turn leased said property back to the city for the sum of \$75 annually. This was, evidently, to put the property of the Fire Department out of the reach of attachment for the city debts. None of these transactions was successful, of course, and they were all so clearly illegal that it is strange that they should have been sanctioned by the city fathers. In February, 1845, the property transferred as above from the city to the town, was authorized to be bought back "for \$1,249.09, together with the amount of interest due on same at the time of said purchase," and an agent was ordered to "execute and deliver in behalf of said City of Bridgeport, a note or notes, to any person or persons who will lend to the said City of Bridgeport the aforesaid sums to be paid to said town of Bridgeport for the same." The dodge had failed and the city had contracted additional expense in the demonstration of its inutility.

THE ROAD BUILT.

In the beginning of this Housatonic railroad enterprise ex-Governor Gideon Tomlinson had officiated as president of the company, but at the first annual meeting, in 1837, the following officers

were chosen: Wm. P. Burrall, President; Wm. H. Noble, Secretary; Jesse Sterling, Treasurer, with Wm. P. Burrall, Edwin Porter, Samuel Simons, Stephen Lounsberry, Charles DeForest of Bridgeport, Anan Hine, Asa Pickett of New Milford, Alpheus Fuller of Kent, and Peter Bierce of Cornwall, Directors. Mr. Horace Nichols became treasurer of the road shortly after this meeting, and held the position till 1848. The contract for the work was given to Messrs. Bishop and Sykes to build the entire road for the sum of \$936,000—viz.: \$636,000 cash, and \$300,000 in stock of the company at par. Work was begun in July, 1837, 300 men being employed.

The southern portion of the road, from Bridgeport to New Milford, was built and opened to travel in February, 1840. The northern portion was opened in 1842 from Sheffield, Mass. to Bridgeport. The rails consisted of wooden sills, upon which an iron strap had been spiked down. This device was not entirely satisfactory, as the ends of the iron straps had an uncomfortable way of curling up, into what were called "snake heads," and coming through the floors of the cars. The "T" rail was put on in 1846.

The course of the new road did not run entirely smooth. Embarrassments came, but eventually a reorganization was effected, and it was capitalized at \$2,000,000, \$820,000 being old stock, and the remainder preferred.

In 1887 the officers of the road were Wm. H. Barnum, President; Charles K. Averill, Secretary and Treasurer; Directors, W. H. Barnum, Wm. D. Bishop, Horace Nichols, A. B. Mygatt, Edward Leavitt, John B. Peck, Charles K. Averill, William E. Downs, D. W. Plumb. Upon the retirement of Mr. Barnum, November, 1887, new forces came into the management of the road, and Col. Wm. H. Stevenson was elected President. The Housatonic road had become "a system," embracing the New Haven and Derby Road, and the Danbury and Norwalk road. After considerable figuring and battling this minor "system" was absorbed by the greater system of the Consolidated road, the Housatonic being leased to that corporation for ninety-nine years, which lease was ratified by the stockholders, October 18, 1892. It was announced that after December 13, 1892, the Housatonic road would be known as the "Berkshire Division," and so vanished the Housatonic road as such.

THE NAUGATUCK ROAD.

The next Bridgeport railroad enterprise was the Naugatuck road, and this was projected by Mr. Alfred Bishop, and the objective points were Bridgeport and Waterbury, afterwards extended to Winsted. The charter was granted by the legislature of 1845, and it was subsequently amended in 1847 and 1848. The promoters of the work were Timothy Dwight of New Haven, Green Kendrick of Waterbury, Thomas Burlock of Derby, Wm. P. Burrall of Bridgeport, Philo Hurd of Bridgeport, Alfred B. Britton of Bridgeport, and George L. Schnyler of New York, and to them the charter was given. When Waterbury was to be the northern terminus the capital stock was put at \$800,000, but when the road was extended to Winsted, the stock was raised to \$1,200,000, and this was increased later on to \$1,500,000. The company organized in 1848 and made a contract with Alfred Bishop for the building of the road for \$800,000 cash and \$400,000 bonds. At the organization in 1848 the following officers were chosen: Timothy Dwight, President; Ira Sherman, Secretary; Horace Nichols, Treasurer.

In April, 1848, the work of construction was begun, and went rapidly forward. A heavy "T" rail was used on this road similar to that which had replaced the strap rail on the Housatonic. The road was turned from Derby south, instead of crossing the river there and following the east bank of the Housatonic, it connected with the New York and New Haven road, where the latter crossed the river, and entered Bridgeport on the tracks of that company. The Naugatuck was, from the beginning, a well-managed road, and its stock was in demand at a premium. It carried no debt, and was always an excellent property. It was merged in the Consolidated Corporation in 1887, and became the Naugatuck Division of that system.

CHAPTER IX.

THE NEW YORK AND NEW HAVEN ROAD.—R. E. MASON'S PREDICTIONS.—WHAT THE ROAD IS TO-DAY.—
STREET RAILROADS.—THE EFFECT OF RAILROADS ON BRIDGEPORT'S GROWTH.—SOME OF THE
MOST IMPORTANT OF HER INDUSTRIES.

THE NEW YORK AND NEW HAVEN R. R.

THE charter or act of incorporation of the New York and New Haven Railroad was obtained from the legislature of Connecticut in 1844, and by it Joseph Sheffield, of New Haven, and Anson G. Stokes, of New York, with others, were empowered to build a railroad not exceeding six rods in width from New Haven to the western boundary of the state, and to transport passengers and freight upon it by steam or any other power, including animals. In the following year the legislature of New York granted the same persons the right to extend their projected road from the Connecticut line to connect with the Harlem road at Williams Bridge, and to enter New York City over the latter line. At the first meeting of stockholders in New York, May 19, 1846, Robert Schuyler, Anson G. Stokes, Elisha Townsend, Morris Ketchum of New York; Henry J. Sanford, of Stamford; Wm. P. Burrall, Stephen Tomlinson, of Bridgeport, Joseph E. Sheffield, of New Haven and F. R. Griffin, of Guilford, were elected Directors, and subsequently Robert Schuyler was chosen President and William P. Burrall Secretary. Preliminary surveys were made, and a contract closed with Messrs. Alfred Bishop and Sidney G. Miller, from New Haven to Williams Bridge, the work to be begun by the first day of December, 1846, and finished by August 1, 1848. The contract price was \$2,250,000, cash in installments to the amount of \$1,350,000; and \$900,000 in stock of the road.



A SURVEY AND OPINION.

In building the Housatonic road, the final surveys had been made by Mr. Roswell B. Mason, of New Jersey, who was also superintendent of the Housatonic from 1840 to 1845, and surveyor for the city in laying out new streets. In 1838 Mr. Mason made to the President and Directors of the Housatonic Railroad Company, a report, which was printed under the title "Report of the Survey and Examination of a Route for a Railroad from Bridgeport in the Direction of New York City, to Sawpits Village. By R. B. Mason, Chief Engineer of the Housatonic Railroad." In this report Mr. Mason says that the line surveyed was "from the corner of Wall and Water streets in Bridgeport to the east bank of the Byram river, opposite the village of Sawpits in New York." After giving the technical statement of the survey and the estimates of the cost, Mr. Mason says:

"Although I have estimated for the wooden rail and flat bar, still, I would recommend the edge rail, believing it to be sound economy to use it on a road destined to do such an immense amount of business.

"A single track edge rail, with turn-outs, including right of way and all expenses to prepare the road for locomotive power, may be constructed for \$21,000 per mile.

"I would refer to some of the resources that this road, when complete, will have for its support. The present amount of travel between New York, Bridgeport and the intermediate points, for four or five months in the year, is about 250 daily, each way; for the residue of the year, about 100. This, however, does not include the travel between Sawpits and New York. I have not been able to ascertain the amount of travel between the country east of Bridgeport and New York, but from the number of steamboats engaged on the sound, almost exclusively in the transportation of passengers, we can readily conceive the number must be several hundred each way daily. During the summer this travel would be divided between the steamboats and railroad. But for several months in the year, a large

proportion of it, would seek the railroad. * * * * * Where, I would ask, is there a railroad project whose benefits, when completed, would be so widely diffused, or that promises such a rich reward to the stockholders?"

This report was made six years before the granting of a charter to the New York and New Haven Company, and it had taken all that time for Mr. Mason's prognostications of success and wealth, which, doubtless, seemed to most men of that day extravagant and visionary, to gain credence.

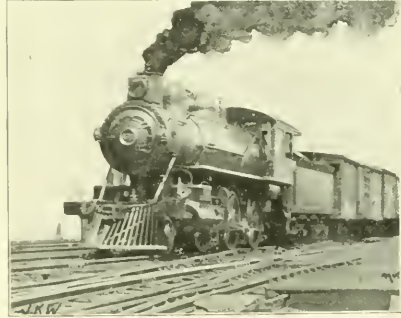
When work on the new road was begun, Mr. Mason served as engineer in its construction. He subsequently went to Chicago, engaged in railroad enterprises in the west, and was Mayor of Chicago at the time of the great fire in that city.

The New York and New Haven Railroad was finished in January, 1849, when it was opened its entire length. It was a single track road, but in 1851 an additional track was laid, and the capitalization raised to \$3,000,000. The depot of this road in Bridgeport is located opposite the Atlantic hotel, on ground given by the late Hanford Lyon on the condition that it should be used for thirty years for depot purposes. The limit expired some years ago, and the road has acquired the site by virtue of the contract.

The road has been ably managed, has been immensely successful, and has met with few drawbacks. The Hon. Wm. D. Bishop was its president from May 17, 1867, to March 1, 1879, and is still a director. He was an important factor in the growth and prosperity of the road. The Hon. Nathaniel Wheeler, of Bridgeport, was a director from May 19, 1870, until the time of his death, and was as active and efficient in that as in every important work that he undertook. After Mr. Wheeler's death, Dr. I. deV. Warner, President of the Warner Brothers Corset Manufacturing establishment at Bridgeport, was chosen to the vacant place. Many other Bridgeport men have been at various times connected with the road, among them Colonel Wm. H. Stevenson, who was superintendent of the Shore Line Division, and later of the New York and New Haven division for several years, resigning in February, 1887.

The New York and New Haven road was consolidated with the New Haven and Hartford road in 1871, and has since that time absorbed nearly every line in Connecticut, and many of those in Massachusetts, including in that state what is known as "The Old Colony system." With the exception of a few miles, it has now (1897) a four track road from New York to New Haven, and it has been foremost in introducing the use of electricity on its line, running its Nantasket branch in Massachusetts by that power, and having a third rail from Meriden to Hartford on its regular line, for local trains run by electricity. Its push and enterprise are proverbial.

In continuation and completion of the four tracking of the road, from New York to New Haven, an elevated four track structure through Bridgeport, from Park avenue east, is contemplated, with a handsome new station east of the old one, a new bridge across the harbor, and an entire elimination of grade crossings in the city. By an agreement with the city, ratified by the legislature in 1895, the expense of these changes, aside from the tracking, depot and other exclusively railroad expenses, are



Modern Freight Locomotive of N. Y., N. H. & H. R. R.



Depot Property Used for Thirty Years, Still in Use

apportioned as one dollar to the city, to six dollars to the road, with a limit for the city of \$400,000. It is estimated that the cost to the road will be little short of \$3,000,000. The authorized capital of this road is \$100,000,000 and its traffic is very large. When in 1838 Engineer R. B. Mason, after making a survey for a railroad from Bridgeport to New York, reported thereon, he was bold enough to say that in his estimation, the travel over such a road, when built, would amount to several hundred each way daily! Undoubtedly, he was thought a visionary in those days, but he would certainly have been adjudged a proper candidate for a lunatic asylum had he then predicted one-half the enormous development of the next sixty years. In the year 1896 the New York, New Haven and Hartford Railroad carried over its line an average of more than 120,000 passengers daily, including Sundays, the total of passengers for the year being a very little short of 44,000,000 persons.

STREET RAILROADS.

The Bridgeport Horse Railroad Company was organized in 1865, with a capital of \$100,000, and its charter allowed the running of its lines from Pembroke lake to Mountain Grove Cemetery and Black Rock, with a branch to Seaside Park. It was opened to public travel as far as the Sterling House on Main street, January, 1866, and was completed to Seaside Park shortly after that time, and the tracks were also extended out State street to Fairfield avenue. At the time of the organization of the company, the officers were: President, Albert Eames; Secretary and Treasurer, Frederick Hurd; Superintendent, B. F. Lashar; Directors, N. Wheeler, P. T. Barnum, C. A. Hotchkiss, James Wilson, Albert Eames, H. E. Bowser, and F. Hurd. For a number of years the patronage was small, and the road languished.

In 1885 the Bridgeport and West Stratford Horse Railroad Company was chartered, with the right to run its tracks from the depot of the Consolidated Railroad in Bridgeport, along Stratford avenue to Nesumpaws creek, with a branch through East Main street, to Crescent avenue. The incorporators were H. N. Beardsley, A. J. Beardsley, Warren B. Nichols, H. B. Drew, Samuel Wilmot, James Staples, V. R. C. Giddings, D. F. Hollister, Jacob Borstleman and James Bounds.

The Company organized with D. F. Hollister as President; H. B. Drew, Secretary and Treasurer, and the road was successful from the start.

In August, 1890, the Bridgeport road was purchased by a Rochester syndicate; in 1892 it was sold to Mr. Charles A. Hotchkiss, of Bridgeport, and in 1893 a company under the name of the Bridgeport Traction Company was organized, capital \$1,000,000, and came into possession by purchase of both the West Stratford, or West End, and the old Bridgeport lines. The Traction Company in 1894 introduced the overhead trolley system, so generally in use, and immediately extended its lines much beyond the former limits, reaching Stratford (at Paradise Green and Washington Bridge) on the east, and Fairfield and Southport on the west. The principal streets were double tracked, extensions were made through State street to Fairfield avenue; through Fairfield avenue, from Main street to Fairfield and Southport; through Park avenue to Seaside Park, south, and to Woodlawn Park and the Country Club north; through Noble avenue, on the east side, to Beardsley Park, and in various other directions, till its lines, counted as single tracks, aggregated, in 1896, 38.2 miles in the city limits, and it paid into the city treasury that year, in taxes, \$17,521.40. The company was organized with Colonel N. H. Heft as President, but in 1895 he resigned to take the position of electrical manager on the Consolidated road, in the inauguration of its electrical work, and Mr. Andrew Radel was elected president in his place. Under Mr. Radel the road has been run in an admirable manner, and the improvement over the past is very great. The Traction Company has obtained permission during the past winter to extend its tracks to Westport.

RAILROADS AND INDUSTRIES.

Railroads, both steam and electric, have done much for Bridgeport, and she, in turn, has done much for them. She has granted them, practically for nothing, franchises sure to be of immense value in the future, and she must look to her incidental increment for the reward of her generosity. With the grade crossings removed on the steam roads, now happily possible within a lifetime, and the improvement and extension of her city railway service, she will be well provided, and more attractive than ever before to industrial enterprises, seeking an advantageous location at tide water, with all

conveniences of up-to-date civilization at hand. The old turnpikes were Bridgeport's feeders fifty years ago, and they did their work and poured into her lap the products of many thriving towns in the interior. Then came the railroads, and the business of Bridgeport grew, and the possibilities opened out indefinitely. When General Wm. H. Noble and P. T. Barnum, believing in the future, made East Bridgeport desirable for both manufacturing enterprises and for residential purposes, they could not foresee all that would come to vindicate their enterprise and business sagacity. But the great Wheeler and Wilson Manufacturing Co., capital \$1,000,000; The Howe Machine Co., while it existed, and its successor, the Salts Textile Manufacturing Co., capital, \$100,000; The Armstrong Manufacturing Co., capital, \$100,000; The Bridgeport Brass Co., capital, \$150,000; The Chain Co., capital, \$150,000; The Holmes and Edwards Silver Co., capital, \$400,000; The Consolidated Safety Valve Co., capital, \$100,000; The Union Metallic Cart-ridge Co., capital, \$300,000; The Sanford Hat Manufactory and its successor, the American Ordnance Co., capital, \$2,500,000; The Farist Steel Co., capital, \$295,000; The Monumental Bronze Co., capital, \$150,000; The Ashcroft Manufacturing Co., capital, \$200,000, and a number of other corporate and private business enterprises, constitute in that section of the city a large town, which, if separated from the western portion, would command attention by its varied and extensive industries, and by all the concomitants of an important and thriving community.

But the "East Side" has not enjoyed a monopoly of growth, nor of enterprising men during these forty-seven years of railroad ministration. As there was less in East Bridgeport to begin with, so

does its development seem the more remarkable, but the old town has increased quite as fast in that period, and very much the same influences have helped it and have scattered large manufacturing and business concerns all along the line of the New York and New Haven Railroad, as well as elsewhere in its limits. Prominent among these in 1896 were: The American Graphophone Co., capital, \$1,200,000; The Bridgeport Copper Co., capital, \$100,000; Bridgeport Deoxidized Metal Co., capital, \$75,000; The Bridgeport Elastic Web Co., capital, \$125,000; The Bridgeport Forge Co., capital, \$150,000; The Bridgeport Malleable Iron Co., capital, \$200,000; The Bridgeport Mining and Milling Co., capital, \$600,000; The Bridgeport Patent Leather Co., capital, \$100,000; The Bullard Machine Tool Co., capital, \$250,000; The Canfield Rubber Co., capital, \$250,000; The Connecticut Breweries Co., capital, \$700,000; The Consolidated Rolling Stock Co., capital, \$4,167,350; The D. B.



Across the River. East Bridgeport, 1896.

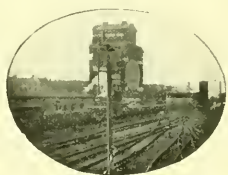
Crockett Co., capital, \$100,000; The Eaton Cole & Burnham Co., capital, \$350,000; The Howland Dry Goods Co., capital, \$125,000; The Jennings' Bros. Manufacturing Co., capital, \$100,000; The H. J. Lewis Oyster Co., capital, \$100,000; The Lordship Park Association, capital, \$200,000; The May Oyster Co., capital, \$120,000; The Parrott Varnish Co., capital, \$150,000; The Read Carpet Co., capital, \$200,000; The D. M. Read Co. (dry goods), capital, \$125,000; The Steinert & Sons' Co., capital, \$100,000; The W. F. Swords Lumber Co., capital, \$200,000; The Warner Bros. Co., capital, \$1,000,000;



Bridgeport from Presbyterian Church, Myrtle Avenue. Looking East. 1870.

The Wilmott & Hobbs Manufacturing Co., capital, \$250,000, and the Yost Writing Machine Co., capital, \$1,000,000.

Situated as it is, at tide water, on the Sound, within easy distance of the greatest distributing market of the country, and with all its other facilities, it is no wonder that Bridgeport has become a great manufacturing town, and is rapidly increasing in importance. It sends its name on sewing machines, cartridges, cannon of all modern kinds, corsets, lamps, bicycles, locks, and a thousand and one other products of modern invention, into every corner of the globe. A sample of its impartiality and success in industrial competition, may be found in the fact that in 1877, twenty years ago, during the war between Turkey and Russia, the representatives of both these governments were in Bridgeport inspecting cartridges ordered at the Union Metallic Cartridge Company's works, and in February of that year, that company shipped 500 tons of ammunition to Turkey, with heavy orders to Russia also; 80,000,000 cartridges were ordered by the Italian government, and the Bridgeport Steel works were making bayonets for both Turkey and Russia, while the Pacific Iron Works were turning out machinery for the Turks.



The Elevator.

CHAPTER X.

THE INFLUENCE OF THE BOARD OF TRADE.—ITS GOOD WORK.—THE HARBOR AND HARBOR IMPROVEMENTS.
—HARBOR LIGHTS.—BREAKWATERS, CHANNELS, ETC.—THE COMMERCE OF THE PLACE.—THE
OYSTER INDUSTRY.—STEAMBOATS, OLD AND NEW.

BOARD OF TRADE, ETC.

AMONG the manufacturing and business concerns of Bridgeport are representatives of nearly every important industry in the country, and in some lines the city leads all others. Her corporations number over 200, employ an army of men, and are so diversified that some of them are busy at all



Hervey Higby, Esq.
Wm. B. Hall, Esq.
John E. Pond, Esq.

Gideon Thompson, Esq.
F. W. Parrott, Esq.
Hon. David M. Read.

Hon. Russel Tomlinson.
Major Wm. H. Mallory.
Hon. D. B. Lockwood.

times. Their aggregated capital is over twenty-five millions of dollars. Before the war of the rebellion, and for ten years thereafter, a few prominent manufacturing concerns gave character to the business of the place, but after the organization of the Board of Trade, in 1875, the industries of

Bridgeport became more varied, and now from Black Rock on the west to the Stratford line on the east, there is a succession of important and extensive manufacturing concerns which impress the most casual beholder and indicate the commercial and industrial importance of the place.

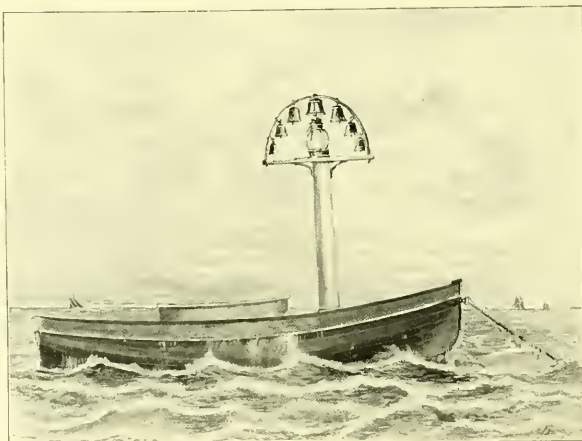


The First Harbor Light.

While the growth has not been owing entirely to the efforts to the Board of Trade, still that organization had done much to assist it and its efforts continue along the same line. Manufacturing establishments, which, beginning in a small way in interior towns, have grown to be prosperous and to need superior facilities, have moved to tidewater at Bridgeport and found in the decreased cost of freights from this location an important addition to their profits. In settling upon this improved location the judicious endeavors of the members of the Board of Trade have frequently been decisive. The Board of Trade was formed in 1875, as has been said, and its members have been the active and energetic business men of the place. The Hon. Robert T. Clark, then Mayor, was its first President, and he was succeeded the next year by the Hon. David M. Read, who was for many years its most active and efficient head, while the late R. B. Lacey was its faithful Secretary. In 1891 Mr. Charles R. Brothwell succeeded Mr. Read, and in 1893 Mr. Zalmon Goodsell was chosen President, and in 1894 Captain John McNeil, and E. N. Sperry in 1895. The present incumbent, Mr. Zalmon Goodsell, was re-elected at the last annual meeting (1897). Every year the Board of Trade has a banquet, at which the accomplishments of the year are rehearsed, and encouragement gained for new efforts. The influence of such a body of prominent and active business men is very great, and there is no reason why there should not be accomplished through their exertions as much progress hereafter as in the past.

BRIDGEPORT'S HARBOR.

A most important factor in the commerce of Bridgeport is its harbor, and that is growing in capacity constantly. When all business was done at the head of navigation on the Pequonnock, at Berkshire, any vessel that could get over the bar at the mouth of the harbor could sail up the river. Modern improvements have greatly changed all this. The government has dredged a wide and deep channel through the bar, has built breakwaters and established lighthouses, and is about to make other changes, which will add very much to the



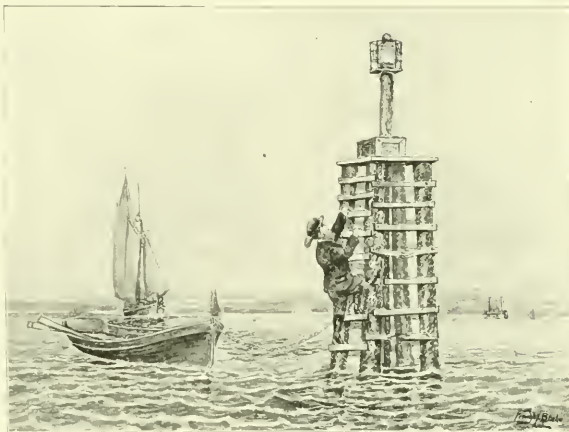
The Second Harbor Light.

available water front of the city. The first lighthouse was a lantern hung from the end of a mast in 1844, by Captain Abraham A. McNeil, father of Harbor Master John McNeil. Then Captain John Brooks, Jr., decked over a boat and hung a lantern on top of that and anchored the boat near where the government had dredged a channel, or, as Captain Brooks called it "a ditch" through the bar. This boat was succeeded by a number of spiles driven into the mud and bound together at the top, from which a light was suspended. Thus, by slow gradations, the form of a real lighthouse was approached. In 1851 a small lighthouse was erected by government, and this was succeeded in 1871 by the present structure. In the same year the government began a series of improvements in Bridgeport harbor, still being carried on, and up to 1890 there had been expended in the work \$250,000.

The building of the inner breakwater and the dredging of a basin north of it greatly enlarged the capacity of the harbor and made it

less necessary to crowd the inner harbor with craft seeking a refuge. The placing of a light at the end of the inner breakwater completes its usefulness, and for this, as for much more of the recent improvement of the harbor, the city is largely indebted to the present Harbor Master Captain John McNeil. It is proper to state that the land occupied by this inner breakwater was given to the government by Nathaniel Wheeler, George Mallory and P. T. Barnum, who thus greatly facilitated securing that important improvement to the harbor. The river has been dredged from the lower Bridge to Berkshire bridge, to twelve feet at high water, and the completion of the additional improvements, including the dredging of Yellow Mill pond to the railroad culvert, for the beginning of which an appropriation has been made, will make Bridgeport's harbor much more nearly adequate to her needs than it has been. The main channel is to average 22 to 23 feet in depth from the outer bar to the lower bridge, thus admitting vessels of deep draft and large carrying capacity.

There is a large amount of boating done by individuals and clubs, and the new clubhouse of the Park City Yacht Club, is located at the



The Third Harbor Light.



The First Lighthouse, 1855. Taking Off the Keeper in a Storm.

eastern end of Yellow Mill bridge. In a recent report of the harbor master, the number of steamers, sailing vessels, canal boats and barges entering the harbor for the current year was put at 18,572, with an aggregate tonnage of 1,329,749 tons.

In connection with the commerce of Bridgeport, the oyster industry may be appropriately mentioned. It employs nineteen steamers and 200 schooners and sloops. A good year's work on the

great natural oyster bed, off Bridgeport and Stratford, reserved for the exclusive use of the citizens of the state, will not infrequently result in the dredging of more than 600,000 bushels of seed oysters, which are sold mainly to the owners of private oyster beds, and shipped from this port. Sixty thousand bushels of selected oysters have been sent from Bridgeport to Europe in a recent season.

For many years Black Rock Harbor was superior in ease of access and depth of channel to that at Bridgeport proper, but the improvement of Bridgeport harbor has made it now, in some respects, the better of the two. Still the shorter channel to the sound, at Black Rock, makes it a favorite with a certain class of vessels, particularly yachts, which wish to get quickly into harbor and out again, and so the new clubhouse of the Bridgeport Yacht Club, Commodore F. M. Wilson, has been located there, and was opened to its members the present season (1897).

STEAMBOATS, OLD AND NEW.

Several years before the advent of the railroads the waters of Bridgeport harbor had been stirred by the power of steam, and from the first she accepted the steamboat as a fixed fact. On March 22, 1815, "The Republican Farmer," a newspaper printed in

Bridgeport, noted the fact that: "The steamboat *Fulton* passed this place yesterday at one o'clock on her way from New York to New Haven, on her first trip." In 1824 the "Connecticut Courier," a paper published in Bridgeport, printed an advertisement to the effect that the steamboat, *General LaFayette*, Captain Thomas Vose, would "continue the regular routes between this place and New York." She ran between Derby, New York and "way stations," stopping at Bridgeport as one of them. In the same year the General Assembly chartered the Bridgeport Steamboat Company, the corporators being Daniel Sterling, Enoch Foote, Ransome C. Canfield, Isaac Sherman, Thomas C. Wordin, Wilson Hawley and others. It is not clear what boat or boats they ran, but it is thought the *General LaFayette* was owned by them.

Other boats came thick and fast; in 1828 the *John Marshall* was put on the route somewhere, calling at Bridgeport. Then came the *Citizen*, Captain John Brooks, Jr., in 1832; then the *Westchester* in 1833; the *Nimrod*, Captain John Brooks, Jr., in 1835; the *Vanderbilt* in 1837; the *Croton* in 1840; the *Eureka* in 1843, and in the same year the *Niagara* and the *Bell*. The *Mountaineer* was put on in 1844, and, considering the starting point in New York, made the best time ever made from that city to Bridgeport, viz.: three hours, eight



Bridgeport Light, Winter of 1800.

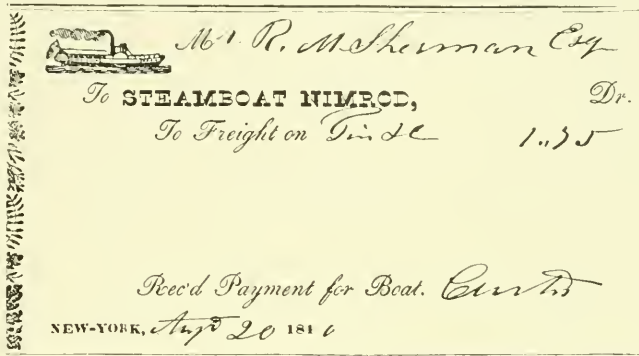


Across the Inner Harbor—East. Light on the Inner Breakwater. U. S. Torpedo Boat, Ericsson, at the Dock, Bridgeport, 1897.

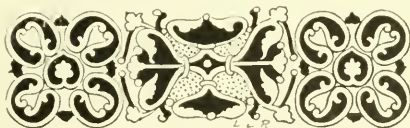
(M. B. Wolfe, Photo.)

minutes. Other boats were the Mutual Safety in 1840, and Alice in 1853, afterwards burned. There were also the Trojan, the Cataline, the Fairfield and others. There was great competition, and in 1846 the Cataline put the fare to New York down to 12½ cents, the Nimrod and Eureka keeping theirs at fifty cents. The Trojan had dropped to seventy-five cents, and made no further reduction. She was a "way boat" stopping at Port Chester, Rocky Neck, Stamford and Norwalk on the way to Bridgeport. But this state of abounding boats and low fares could not last long, and with the opening of the New York and New Haven Railroad in 1849, the business of many boats must have departed.

The Bridgeport Steamboat Company, President, James H. Jenkins; Vice-President, Joseph Richardson (deceased); Secretary and Treasurer, Howard Staples, and Superintendent, Frank H. Connelly, at present runs the two fine steamers, "Rosedale" and "Nutmeg State," between Bridgeport and New York, and answers the public demand.



Bill for Freight on Steamer Nimrod, 1846



CHAPTER XI

THE STREET LIGHTS OF BRIDGEPORT, OLD AND NEW.—SOME CONTRASTS.—THE WATER SUPPLY OF THE CITY.—THE BRIDGES THAT HAVE BEEN BUILT.

STREET LIGHTS.

STREET lights were adopted in November, 1825. It was then voted by the Warden and Burgesses that "eight lights be erected in the Borough, to be distributed as follows: One to be put in the centre of Company Block; one on the corner of Thaddens Hubbell's store; one on the corner of Seth B. Jones' shop; one at Kippen and Camps'; one at the corner of Charles Winton's house; one at Widow Miriam Hubbell's corner; one at the corner of D. Sterling's store; one at the west end of the bridge." The illuminant was whale oil, and although not of dazzling brilliancy, these lamps were doubtless the marks, to the appreciative, of enterprise, expansion, prosperity. It is, therefore,



Main Street, looking South from the Union Bank Building.

unpleasant to note that in November, 1826, it was "not deemed expedient that the borough lamps be lighted this season" and the following vote was recorded: "Voted, that the lamps be taken down and placed for the present in some secure place." But the lamps were resumed later on and were added to from time to time, and the "Watch" was paid something extra to light and extinguish them.

THE GAS COMPANIES.

In May, 1849, the Legislature chartered the Bridgeport Gas Light Company, R. B. Mason, W. P. Burrall, Philo Hurd, Hanford Lyon, Horace Nichols and Henry T. Huggins, being corporators. On

July 14, 1851, Alexander Hamilton, Charles Foote and S. F. Hurd were appointed a committee to treat with the company for the lighting of the city. They were to make a contract for not more than "thirty lamps; also to make such arrangements with persons before whose premises the lamps may be placed for such part of the expense as may be deemed right and proper."

In 1857 the use of gas had become very general, for we find it in the engine houses, as is shown by bills presented to the Board of Engineers, as follows: No. 2, 80 cents; No. 3, \$1.60; Reindeer Hose Co. No. 1, \$4, and Empire No. 4, \$4.50. The last two bills were taken into serious consideration. An investigation was ordered, and Mr. Tarbox, Superintendent of the gas works, reported that on the night of the 6th of February "100 feet of gas was consumed by Empire No. 4, but that he could discover no leak in the pipes." It is to be presumed that the bill was paid and the mystery remained unsolved.

Hanford Lyon was President of the Gas Company for some years, but in 1870 resigned, and was succeeded by Amos S. Treat, and Charles A. Gerdinier was chosen Superintendent. Mr. Treat



Main Street, looking North from the Connecticut Bank Building

was President until the time of his death, and Mr. Gerdinier still retains his place. Mr. Treat was succeeded by Mr. W. R. Higby, the present President, and Mr. Frank B. Sammis is Treasurer. The capital stock is \$200,000. The company has run its pipes into nearly every street in the city and has a very large patronage. It furnishes gas for domestic and mechanical purposes at reduced rates, and there is quite an extensive demand for it.

THE CITIZENS' GAS COMPANY was organized in 1895, and has its plant on Howard avenue, corner of Spruce street. It makes gas for mechanical and domestic purposes by the process of Burdett Loomis, the Hartford inventor. It has already many miles of pipes laid down and many hundreds of customers. Its capital stock is \$1,000,000. Charles R. Dieterick, New York, President. Local Manager, Charles D. Woodruff.

THE BRIDGEPORT ELECTRIC LIGHT CO. was incorporated in 1884, and has its plant on John street. Its capital is \$250,000. It has a large number of customers, of which the city is one of the first. The electric lights were first used by the city on the streets, February 9, 1885, or more than twelve years ago, and since that time their number has been constantly increasing. The officers of this company

are: President and Secretary, James English; Vice-President, E. G. Burnham; Treasurer, L. S. Catlin. The city has upon its streets 101 gas lights; 239 gasoline lamps in outlying districts, and 317 electric arc lights of 1200 candle power each, or a total of 657 street lights. The entire cost of these in 1895-96, was \$43,404.88. This contrasts strongly with the eight oil lamps put up in 1825, and taken down and put away for safe keeping next year.

A still greater contrast is afforded by the "Inventory of the property of the late borough of Bridgeport," transferred to the new city of Bridgeport, by the Wardens and Burgesses and Freeman of said borough, on the 19th day of September, 1836. It is as follows:

Three fire engines with apparatus thereto belonging.

Also the hooks and ladders and other apparatus used by the Hook and Ladder Co.

One clock, formerly called the Borough clock, situated in the belfry of the North Congregational Meeting House.

Also one stove.

The last inventory of the property of the city of Bridgeport, made in 1896, places its value at very nearly \$2,000,000.

BRIDGEPORT'S WATER SUPPLY.

Bridgeport has a very liberal and adequate supply of good water for domestic and manufacturing purposes, and uses more daily in proportion to her size than most any other city in the country. She has only attained to the possibilities of this condition through much tribulation in the past and the waging of a vigorous war with those who have had control of her water supply.



Residence of G. C. Waldo.

About the year 1818 the Rev. Elijah Waterman, pastor of the First (or North) Congregational Church, built a house on Golden Hill, which subsequently became the residence of Hanford Lyon, Esq. At that time "the lane," now Golden Hill street, was closed at Main street by a "pair of bars." Mr. Waterman owned the entire front of Golden Hill, and he utilized certain springs upon his property by laying wooden pipes from them down to Main street and Water street, and instituted the first public supply to the city. A trough, located on Main street, near Cannon, was supplied from this source, and was labeled "Public Water," and used by all. Springs below Mr. Waterman's, on the land of Philo Hurd, Esq., were utilized in a similar manner by a Brewing Company. This supply was afterward extended to the streets below, by Mr. Lemuel Hubbell, who added to it the spring on the land where now stands the residence of Clapp Spooner, Esq., on the corner of Golden Hill and Harrison streets. Mr. Lewis C. Segee bought out the business of Mr. Waterman and continued it until 1848, when he sold to a Mr. Hatch.

The "public wells," the comparatively small supply from the Golden Hill springs, and the river, constituted the "city water," upon which it must depend in case of fire, and for many public purposes. While the town was small these supplies were well enough, but as the population increased, and particularly as manufacturing industries multiplied, the need of a plentiful and reliable supply of water pressed upon the city sorely. The report of the Board of Engineers to the Council for the year 1848, refers to the "public wells" as in "good condition, but as usual, during the late dry season have afforded little or no water." The uncertainty of this supply is thus apparent, and the suggestion which accompanies it is significant: "The Board would suggest to your Honorable Body the propriety of considering whether the public interest does not require some further provision for several reservoirs of water near the public buildings on Broad street, to be filled from their roofs, or in case of long continued drought, by the Department from the harbor, which would afford a supply not now realized from the wells." The Council does not appear to have taken action on this matter, but on February 4, 1850, the Board of Engineers were authorized "to construct a reservoir containing 100 hogsheads water of near



Residence of
Mrs. Nathaniel Wheeler.



Residence of the late
Hanford Lyon.

the Catholic Church, agreeably to their report." This was the old St. James' Church, a brick building built in 1842-43, on the corner of Arch street and Washington avenue. The reservoir was to be filled from its roof. But relief was at hand.

In 1853 the city gave to Nathaniel Green, agent of the Pequonnock Mills, at North Bridgeport, "the sole and exclusive right and privilege of laying down pipes in the public streets and avenues and highways," for the purpose of supplying public water, on the condition that said Green, "his associates or said incorporated company, shall supply said city and the inhabitants thereof, with a full and ample supply of pure water for all public, mechanical, domestic and all other ordinary uses and purposes." The franchise was broad, but the conditions were definite, and on the failure to comply with them, "then all the rights, privileges and powers hereby conferred shall cease and determine." Such were the words of the resolution passed by the city. The Bridgeport Water Company was formed in 1853, Peter M. Thorpe, President; but Nathaniel Green was still the controlling power. A contract was made with the city for a supply of water for all city purposes, and to individuals and companies for domestic and manufacturing uses, and the rates were fixed. It was signed, January 3, 1855, by P. M. Thorpe, for the Bridgeport Water Company, and John Brooks, Mayor, on behalf of the city. Pipes were laid and hydrants set up, but the enterprise did not prosper. Mr. Green conferred a great benefit upon the place, but lost money by the venture. The company issued bonds to about \$90,000, and being unable to take care of them, they were sold out, and a new company came into control of the franchises and works at a low figure, but possessing all the rights of the old company. The new owners were organized in 1857, under the name of the Bridgeport Hydraulic Co., and proceeded to run the water supply on principles that were more economical for the company if less satisfactory for the public.

From the formation of the new company, in which Mr. Green was a member and director although no longer President, for nearly twenty years there was constant friction between the company, the city and the people. The works were run to pay the stockholders and the supply in quantity and quality was not satisfactory. Repeated attempts to purchase the works were made by the city, but always failed from the unwillingness of the people to pay any price for the franchise they had given the company. At the same time the company had difficulties to contend with in the making of new reservoirs, and in keeping pace with the rapidly growing demands of the city that taxed their energies and abilities very greatly. In 1873-74 the company was constituted as follows:

Joseph Richardson, President; Charles H. Thorpe, Secretary and Treasurer; George Richardson, Superintendent. Directors: Joseph Richardson, Nathaniel Wheeler, John H. Billings (deceased), Wm. H. Perry and Samuel W. Baldwin.

INCREASED WATER SUPPLY.

On March 10, 1886, an organization styled "The Citizens' Water Co." of Bridgeport, was chartered by the Legislature. Its officers were, President, I. de V. Warner; Secretary and Treasurer, James Staples; Directors, I. de V. Warner, James Staples, H. A. Beardsley, D. F. Hollister, H. N. Beardsley, L. P. Warner and P. T. Barnum. The new company located its reservoir and dam on Mill river, in Easton, and immediately connected the city with its works. The work of introducing the



Berkshire Mill and Bridge.
Head of Navigation and first seat of Commerce.

water from Mill river into the city was well along, when, in November, 1887, the Hydraulic Company consolidated with the Citizens' Water Company, the former retaining its name. The Hydraulic Company had, under the Presidency of P. T. Barnum, from 1875 to 1885, been slowly improving its plant. In 1886 the Hon. Wm. D. Bishop was chosen President. Two years afterwards Mr. Bishop resigned and was succeeded by Charles Sherwood, Esq., as President, which position he has held ever since. After acquiring the Mill river property the Bridgeport Hydraulic Company made very extensive and costly improvements. All its reservoirs have been improved, and two new ones built in Easton, with a capacity of 900,000,000 gallons. So far as is practicable the "dead ends" have been done away with throughout the city and the company is improving its service in every way. The water supply is steady and ample and a practically unlimited demand is answered to the general satisfaction. In July, 1886, the company purchased the franchise of the Fairchild paper mill and extinguished the last source of contamination on its Pequonnock river supply. The company has a fine office, handy of access, in the Public Library Building on John street.

BRIDGES.

The bridges, from which Bridgeport takes a portion of its name, have been and still are numerous. The first was the bridge at the head of navigation on the Pequonnock river (River



The Old Lower Bridge and East Bridgeport, before the opening of Kossuth Street. 1870

street), across the lower end of Berkshire mill pond. The present bridge is of recent construction, but the former one antedated the revolution. Then came the "Lottery Bridge," so called, from the foot of Wall street to Stratford avenue (1791), which was replaced about 1807, by a bridge, the western terminus of which was Fairfield avenue, as at present. This was a toll bridge until 1868, when the city bought it and made it free. It was called the Lower Bridge. Berkshire was either the second or third on the list, the dam being built just above the Berkshire mill in 1783, and the bridge nine or ten years later. Then in 1836 Willis Stillman, B. G. Noble and others, built a toll bridge at a place called Indian Island. This was known as "Noble's Bridge," and was bought by the city and made free in 1864. It was rebuilt in 1893 at a cost of about \$50,000.

The railroad bridge was built in 1848 by the New York and New Haven Railroad Company, and replaced in 1869 by an iron structure of a substantial character. In 1850 a company consisting of Abijah Burroughs, Wm. A. Peck and others, built a foot-bridge along the railroad bridge, on the south side, on the same foundations with that structure, and charged a toll of one cent. In 1869 the city built the foot bridge on the northern side of the railroad bridge and made it free.

The first center bridge was built by Messrs. P. T. Barnum and Wm. H. Noble, in opening up their East Bridgeport territory. Its eastern terminus was about where that of the present Center Bridge is, but on the west side it landed a considerable distance to the south, and crossed the tracks of the Housatonic Railroad. It was bought by the city and made free in 1864.

The present Center Bridge, from Congress street on the west side to the foot of William street, on the east, was opened to travel in 1870. It is a substantial stone and iron bridge, with a draw 210 feet long, and is an ornament to that portion of the city. It was built by Wm. S. Knowlton, Esq., and cost, in round numbers, \$100,000.

The Lower Bridge was rebuilt in 1888, under the supervision of Charles R. Brothwell, of the Board of Public Works, at a cost of \$69,307.50, nearly 100 years after the erection of the first bridge in this part of the town. The new bridge has an electric motor for moving the draw, the first ever applied for that purpose, and in widening the approach to the bridge from the east side, the city acquired and removed, in 1887, the "Miller Building," used as a steam mill, and standing in front of what is now the main entrance to the steamboat dock.

"Yellow Mill Bridge," the bridge over the lower portion of Yellow Mill pond, or "Old Mill creek," was originally a toll bridge, built by John Benjamin, of Stratford, in 1792, and then Joseph Walker built, about that time, a dam, and on the east side a tide mill, known subsequently as "Yellow Mill." In 1884 the mill and mill privilege were owned by Mr. George F. Cook, and in that year the mill was destroyed by fire.

An appropriation has been made by the Government of the United States for dredging Yellow Mill pond its entire length, from the main channel in the harbor, and the city has appropriated the money for rebuilding this bridge, with a proper structure and drawbridge, to admit of the navigation of the channel, thus to be made up to the head of the creek or pond at the works of the American Ordnance Company. A most important water front for manufacturing purposes will thus be added to that already existing in the city.

Another bridge in which Bridgeport has an interest is the Washington Bridge, over the Housa-



Congress Street Bridge, looking North. 1870.



Miller Building, Removed. Old approach to Lower Bridge.

tonic River, between Stratford and Milford, on the old traveled highway along the coast. This bridge, originally a private enterprise, has been owned more recently by Bridgeport, Milford and Stratford, Bridgeport owning the major portion. The bridge was a toll bridge up to 1880, when, under an act of the Legislature, passed largely by the active exertions of Senator D. M. Read, of Bridgeport, and representative Charles W. Beardsley, of Milford, the bridge was made over to Fairfield and New Haven counties, as a free bridge, the counties assuming the care and maintenance thereof. This movement was to facilitate travel in the direction of Bridgeport, and doubtless it has had that effect.



Yellow Mill and Bridge, 1875.

CHAPTER XII.

CHANGES IN THE CITY CHARTER.—LIST OF MAYORS.—PRESENT MAKE-UP OF THE CITY GOVERNMENT.—
BOARDS AND COMMISSIONS.—REPRESENTATIVES.—SENATORS.—COUNTY OFFICERS.—
CITY COURT.—CITY ATTORNEY.—POLICE DEPARTMENT.

THE CITY GOVERNMENT.

THE Charter of the City of Bridgeport has been amended and rewritten so many times since the original enactment, in 1836, that little of that beside the title remains. As delivered to the fathers at that time, it constituted the Mayor, Aldermen and Common Councilmen to be a Court of Common Council, for the government of the city in such things, in addition to the former Town Government, as its increasing size and its increasing necessities demanded. The said "Court of Common Council" was to consist of a Mayor, four Aldermen, and not more than twenty Common Councilmen, a City Clerk, a Treasurer, and two Sheriffs, who were to be elected on the first Monday in October, at an annual city meeting, all except the Mayor to hold office till their successors qualified, and the Mayor to do the same, "unless removed by the General Assembly." The Court of Common Council met as one body, and that was the make-up of the City Government for nearly twenty years.

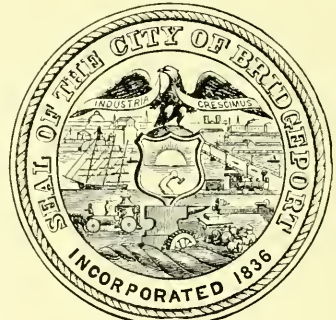
On July 16, 1854, Mayor John Brooks announced to the Council that the Legislature had granted the petition of the citizens for an alteration of the City Charter and that, therein, "the mode of procedure in laying out highways has been very much altered and improved."

The new Charter seems to have answered very well for a considerable time. In 1873 the number of Aldermen had been increased from four to six, and there were eighteen Councilmen, or six from each of the three wards into which the city was then divided, all meeting as one body. In 1885 the Council was divided by Charter amendment into two Boards, which were to meet separately and act independently upon all matters. The city was divided into six wards, and one Alderman and three Councilmen were elected annually from each ward. In addition to this, six Aldermen at Large were chosen, making an Aldermanic Board of eighteen. A Board of Public Works was also established in place of the previously existing Board of Road and Bridge Commissioners.

CONSOLIDATION.

In March, 1889, the City and Town Governments were consolidated and the Charter revised in conformity with the requirements of that act. The City of New London, which was situated very much the same as was Bridgeport, with a dual government, city and town, covering practically the same territory, had consolidated a few years before, and had found the one government an improvement on the two. Bridgeport was the second city in the State to adopt that form, which has since been copied extensively. The Charter of Bridgeport was also amended that year, to admit of the taking in of West Stratford, which was done on April 18, 1889.

Bridgeport as a borough had been still a portion of the Town of Stratford. When set off as a town by herself in 1821, her eastern boundary had been the Yellow Mill Stream, and her western limit, Division street, or Park avenue, until 1870, when by act of the Legislature, the line was extended west to Ash creek, and the Black Rock district was annexed. The act of 1889 extended the eastern boundary to Bruce's brook, and the Borough of West Stratford was taken in.



Seal of the City of Bridgeport.
Designed by Julian H. Sterling.

Bridgeport, then, for the first time in her corporate existence, had a territory somewhat commensurate with her population and importance.

The Charter of Bridgeport was again amended in 1893, making the terms of office of the Mayor, City Clerk, Treasurer, Collector of Taxes, six Aldermen at Large, one Councilman for each ward (six), seven Sheriffs, a Town Clerk and two Registrars of Voters for each ward, to be for two years, and providing that at annual elections for other officers, one Alderman and one Councilman should be elected for each ward for two years, thus making the Boards of Aldermen and Councilmen to consist of twelve members each, six to go out annually from each Board, leaving six old members constantly on each. Under this amended Charter, Walter B. Bostwick was elected in April, 1893, Mayor for two years.



Hon. Monson Hawley.
Hon. Charles Curtis.
Hon. D. N. Morgan.

Hon. James C. Loomis.
Hon. P. T. Barnum.
Hon. John L. Wessels.

Hon. Jaratt Morford.
Hon. Robert T. Clarke.
Hon. R. E. DeForest.

NINE EX-MAYORS.

The Charter was further amended in 1893, by the constitution of a Board of Apportionment and Taxation, to have charge of the expenditure of the public monies, the appropriations for the various city Boards and the fixing of the tax rate. No more judicious addition to the corps of city officials was ever made.

In 1894 the Charter was again revised, and among other changes the two Councilmanic Boards were abolished. The example of other and larger cities was followed in the establishment of a single Board to consist of twenty Aldermen serving two years, ten going off each year, so as to leave ten experienced members constantly on the Board. As experience had demonstrated that the voting

population could not always be accommodated under the old arrangement of six wards, the city was divided into twelve voting districts, thus affording ample accommodation for all.

MAYORS.

Since the establishment of the City Government in 1836, the following Mayors have held office:

Isaac Sherman, Jr. (elected in October), 1836; Daniel Sterling, 1837; Alanson Hamlin, 1838; Charles Foote, 1839; Charles Bostwick, 1840; Wm. P. Burrall, (part) 1841; James C. Loomis, 1841-42-43-44; Henry K. Harrall, 1845-46; Sherwood Sterling, 1847-48; Henry K. Harrall, 1849-50; John Brooks, Jr., 1851; Henry K. Harrall, 1852; Charles Benjamin Hubbell, 1853; John Brooks, Jr., 1854; Philo C. Calhoun, 1855-56-57; Silas C. Booth, 1858-59; Daniel H. Sterling, 1860-61-62; Clapp Spooner, 1863; Jaratt Morford, 1864; Stillman S. Clapp, 1865; Monson Hawley, 1866-67; Jaratt Morford, 1868; Monson Hawley, 1869; Jaratt Morford (elected in April), 1870; Epaphras B. Goodsell, 1871-72-73; Robert T. Clarke, 1874; Phineas T. Barnum, 1875; Jaratt Morford, 1876-77; Robert E. DeForest, 1878; John L. Wessels, 1879-81-83; Daniel E. Morgan, 1880; Carlos Curtis, 1882; Daniel E. Morgan, 1884; Henry H. Pyle, 1885; Civillon Fones, 1886-87; Patrick Coughlin, 1888; Robert E. DeForest, 1889-90; William H. Marigold, 1891-92; Walter B. Bostwick (the first elected for two years), 1893; Frank E. Clark, 1895; Thomas P. Taylor, 1897.

Since, and including 1860, at eighteen city elections, Democratic Mayors have been chosen, and at seventeen elections, Republican Mayors.

Under the present Charter the City Government is organized as follows:

A Mayor, Auditor, City Clerk, Treasurer, Collector of Taxes, City Attorney, Board of Aldermen (twenty members), and the following Boards and Commissions: Sinking Fund Commission, Fire Commission, Park Commission, Board of Public Works, Police Commission, Board of Assessors, Board of Relief, Board of Health, Board of Charities, Library Board, Building Commission, Registrars of Voters, Town Clerk, Selectmen, Board of Apportionment and Taxation, Board of Appraisal of Benefits and Damages, Board of Education. The retaining of the Town Clerk and Selectmen from the old Town Government is a requirement of the State Constitution. The City has also a City Court with Judge and Deputy Judge, and a full corps of minor officials, including six City Sheriffs.

REPRESENTATIVES.

Bridgeport was set apart from Stratford as a separate town in 1821. Up to that time Stratford had sent two Representatives to the Legislature annually. In 1821 these were Wilson Hawley and Asa Curtis. In 1822 Stratford appears with only one, and Bridgeport is represented for the first time. Her Representative was General Enoch Foote, and his successors have been as follows:

1823, Joseph Backus; 1824, William Peet; 1825, William DeForest; 1826, Noah Plumb; 1827, Smith Tweedy; 1828, Thomas C. Worden; 1829, Smith Tweedy; 1830, Samuel Simons; 1831, Enoch Foote; 1832, Noah Plumb; 1833, Smith Tweedy; 1834, Noah Plumb; 1835, Daniel O. Wheeler; 1836, Smith Tweedy; 1837, Wm. S. Pomeroy; 1838, Henry Dutton; 1839, Henry Dutton; 1840, Joseph Thompson; 1841, James Fitch; 1842, Abijah Hawley; 1843, Sherwood Sterling; 1844, Alexander Hamilton; 1845, Dwight Morris; 1846, Joseph F. Crosby; 1847, Joshua Lord; 1848, Henry T. Higgins; 1849, Silas C. Booth; 1850, Wm. S. Pomeroy; 1851, Wyllys Lyon; 1852, Wyllys Lyon; 1853, Joseph F. Crosby; 1854, Thomas F. Oakley; 1855, Silas C. Booth; 1856, James C. Loomis; 1857, Philo C. Calhoun; 1858, Amos S. Treat; 1859, A. A. Pettingill; 1860, James C. Loomis; 1861, George W. Bacon; 1862, Amos S. Treat; 1863, Russel Tomlinson; 1864, Dwight Morris; 1865, Samuel Larkin; 1866, Nathaniel Wheeler; 1867, George Mallory; 1868, Nathaniel Wheeler; 1869, Amos S. Treat; 1870, Nathaniel Wheeler; 1871, Wm. D. Bishop; 1872, Nathaniel Wheeler; 1873, Goodwin Stoddard; 1874, Robert Hubbard; 1875 (Bridgeport had two members), David B. Lockwood, Carlos Curtis; 1876, George W. Bacon, Robert Hubbard; 1877, George W. Bacon, Carlos Curtis; 1878, Phineas T. Barnum, Stephen Nichols; 1879, Phineas T. Barnum, Amos S. Treat; 1880, Dwight Morris, John Saxton; 1881, David M. Read, Robert E. DeForest; 1882, A. H. Abernethy, P. W. Wren; 1883, D. N. Morgan, D. B. Lockwood; 1884, Wm. H. Noble, A. M. Tallmadge; 1885, John J. Phelan, L. M. Slade; 1886, John J. Phelan, Henry A. Bishop; 1887, Patrick Coughlin, George Watson; 1889 (two year terms), John N. Near, Louis Kutscher; 1891, Fredk. S. Stevens, Louis

Kutscher; 1893, Morris B. Beardsley, John Walsh; 1895, Edward W. Marsh, Charles Keller; 1897, Matthew H. Rogers, George E. Somers.

SENATORS FROM BRIDGEPORT.

Bridgeport has sent to the State Senate since the districting of the State in 1830, the following persons:

1833, Philip A. Cannon; 1837, J. C. Loomis; 1841, Noah Plumb; 1845, A. A. Pettingill; 1850, H. K. Harrall; 1851, Wm. P. Burrall; 1858, Sidney B. Beardsley; 1859, P. C. Calhoun; 1866, W. D. Bishop; 1873, Nathaniel Wheeler; 1874, Nathaniel Wheeler; 1877, Wm. D. Bishop; 1878, Wm. D. Bishop; 1879, Russel Tomlinson; 1880, Russel Tomlinson; 1881, Morris W. Seymour; 1882, Morris W. Seymour; 1883, R. E. DeForest; 1885, D. N. Morgan; 1887, E. G. Burnham; 1889, D. M. Read; 1891, D. M. Read; 1893, D. N. Morgan; 1895, Wm. H. Marigold; 1897, Wm. H. Marigold.

THE COUNTY.

The County Commissioners are: Henry Lee, Bridgeport; Whitman S. Mead, Greenwich; James E. Miller, Redding. County Treasurer, Tallmadge Baker, Norwalk. Coroner, Charles A. Doten, Bridgeport. Medical Examiner, Dr F. B. Downs, Bridgeport. Sheriff, Sidney B. Hawley, Brookfield. Deputies, Peter Doolan, Jr., George Heisler, Jr., Bridgeport.

PROBATE DISTRICT.

The Bridgeport Probate District embraces the towns of Bridgeport, Easton, Monroe and Trumbull. The Judge is Albert M. Tallmadge.

THE CITY COURT.

The City Court was provided for in the original Charter of the City (1836), and the Mayor was Judge, and the two Alderman first chosen, Assistant Judges. This was amended the same year, providing for the choice of a Recorder by the Common Council instead of the Mayor. In 1855 another amendment provided for the election, on the City Ticket, annually, of a Recorder and two assistants. In 1868 the Court was reorganized and the existing constitution adopted. It provides for a Judge, a Deputy Judge, and other officers of a Court of Law. Its civil jurisdiction extends to all cases in law and equity, where the matter in demand does not exceed \$500, and where the parties reside within the city limits.

Its criminal jurisdiction embraces all cases of crimes and misdemeanors committed within the city, the punishment whereof does not exceed a fine of \$200, or imprisonment in the common jail for six months, or both. Since 1869 the Judges and Deputy Judges have been: Samuel B. Sumner, Judge, 1869, to August; David B. Lockwood, Judge, 1869, Deputy Curtis Thompson; Israel M. Bullock, Judge, 1870 to 1873, Deputies, M. W. Seymour (1870), L. N. Middlebrook (1871), Curtis Thompson (1872 and 1873). Stephen S. Blake, Judge, 1873 to 1877, Deputies, D. B. Lockwood (1876), W. R. Shelton (1877). A. B. Beers, Judge, 1877 to 1893, Deputies, F. L. Holt (1877 to 1879), A. M. Tallmadge (1879 to 1881), Charles A. Doten (1881 to 1887), William H. Kelsey (1887 to 1893). J. J. Rose, Judge, died 1893, succeeded by Patrick Kane, Judge, 1893 to 1895, no Deputy. George P. Carroll, Judge, 1895 to 1897, present incumbent, reappointed for a second term (1897 to 1899), by the Legislature of 1897, Deputy (for both terms) William H. Comley.

CITY ATTORNEY.

The original City Charter (1836) provided for a City Attorney, and that position has been growing in importance as the city has increased and as municipal affairs have become more and more complicated and extensive. The following gentlemen have occupied the position of Legal Adviser to the City Government since the establishment of the office: Alanson Hamlin, 1836-38; Henry Dutton, 1839-41; James C. Loomis, 1842-43; Dwight Morris, 1844-46; James C. Loomis, 1847-48; E. S. Abernethy, 1849; James C. Loomis, 1850-57; Henry T. Blake, 1858; George W. Warner, 1859-60; Wm. K. Seeley, 1861-63; Samuel B. Sumner, 1868; Wm. K. Seeley, 1869; Samuel B. Sumner, 1870-71; Morris W. Seymour, 1872-73; Henry S. Sanford, 1874; I. M. Bullock, 1875; Goodwin

Stoddard, 1876-77-78; Curtis Thompson, 1879; David B. Lockwood, 1880; Curtis Thompson, 1881-82; Robert E. DeForest, 1883; Charles Sherwood, 1884; Robert E. DeForest, 1885; David B. Lockwood, 1886; Curtis Thompson, 1887-88; John J. Phelan, 1889; George W. Wheeler, 1890-91; Howard H. Knapp, 1892; Daniel Davenport, 1893-94; Jeremiah D. Toomey, Jr., 1895-96; Alfred B. Beers, the present incumbent.

POLICE.

The Police Force of the city, at present effective and satisfactory, was evolved through the slow processes of experience and necessity from the "Watch" of the early days. It was customary to make special Constables of a considerable number of prominent, able-bodied citizens, every year, as it was to appoint a large number to be firemen, but the employing of men to do police duty was a later matter and one not so readily entered upon.

In November, 1844, Dwight Morris and S. M. Middlebrook were constituted a committee on "Watch Wardens" (the forerunners of the present Police Commissioners), whose duty it was "to employ at such times as they shall deem advisable, any suitable number of persons to serve as Watchmen" for preserving the peace, and for the protection of property against fire. These "Watchmen" were to receive from the city "not to exceed one dollar each per night."

Even this seems to have been an intermittent and not a steady institution. But in 1848 the Night Watch were also made special Constables, and give certain police functions, and their employment was quite regular. A watch house, or station, was also established in the cellar of a brick building on the corner of Bank and Water streets, and so the visible belongings and appurtenances of a Police Department were set up about fifty years ago.

The Police Department of Bridgeport is a well organized, well managed and very effective portion of the City Government. The officers of the Department are chosen for their fitness and demonstrated worth, and to become a member of the force a man must pass a very fair but strict physical and mental examination. Once on, and doing good duty, he can be removed "for cause" only, and his pay is sufficient to compensate for good and faithful services. The police office, a central station, is under the City Hall, entrance on the south side. The Police Department is under the control of the Police Commissioners, who make the rules governing the conduct of the force, hear complaints, attend to infractions of duty, nominate new men when voted by the Council for the force, and can try and remove existing members for sufficient cause.

The roster of the force consists of a Superintendent, Captain, Captain of Detectives, Lieutenant, First and Second Sergeant, one Roundsman, two Doormen, one Truant Officer, one Acting Court Officer and thirty-five Patrolmen on actual duty, making a total of forty-five men. The Department has the most complete electric Police Signal System extant, which adds greatly to its efficiency. It also has a patrol wagon always ready for immediate use.



CHAPTER XIII.

THE BAR OF BRIDGEPORT.—LEGAL LIGHTS OF THE PAST.—THE COURT HOUSE COMES TO THE CITY.
THE OLD AND NEW BUILDINGS.—THE MEDICAL PROFESSION.—STATE AND COUNTY ASSOCIATIONS.
—THE HOSPITAL.—NEWSPAPERS, PAST AND PRESENT.

THE BRIDGEPORT BAR.

LONG before Bridgeport had become sufficiently a business center to attract the expounders of the law, and to hold out for them the possibilities most desirable to that profession, Fairfield County had become well known for its legal lights. Starting with such men as Roger Ludlow, who left Fairfield for Virginia in 1654, but not until he had impressed upon the colony something of the peculiarities of his vigorous personality, there was hardly a time when the county had not more than one really eminent man among the members of its bar, and frequently there were half a dozen. Some among these came to Bridgeport after a while, but, as has been said, Bridgeport held out few inducements until after the period of the second war with England. In the county such towns as Fairfield, Stratford, Westport, Danbury, Norwalk, and even Newtown, produced and supported very excellent lawyers. Samuel B. Sherwood (1767-1833) lived in Westport. Eliphalet Swift (1780-1857), born in Windham, also came to Westport to settle and practice. Thomas Belden Butler, born in Wethersfield, practiced law in Norwalk. Gideon Tomlinson, born in Stratford in 1781, was a member of the Legislature from Fairfield, then Governor of the State, then Congressman for several terms, then United States Senator, and finally died full of honors and years, at Greenfield Hill, in 1854. Henry Dutton, Governor of Connecticut in 1854, Judge of the Supreme Court in 1861, was in Bridgeport from 1837 to 1847 in practice, and he seems to have been able to endure the place for ten years. It is possible that there was a method in Mr. Dutton's procedure not at first sight apparent, for we read that in the years 1838 and 1839 Henry Dutton was elected to the Legislature from Bridgeport. Joseph Backus had been there from the same town too, fifteen years before, and it may have been a habit of the Bridgeport people thus to employ a, presumably, not overworked attorney. Ex-Governor Dutton died in 1869 in New Haven, where he had been professor of law in Yale College. Isaac Toucey, an able lawyer and Secretary of the Navy for President Buchanan, was born in Newtown, November 5, 1796, and died in 1869. Roger Minot Sherman, eminent jurist and judge, commenced the practice of law in Norwalk, but moved to Fairfield, where he lived and prospered many years. He was born in Woburn, Mass., in 1773, and died in Fairfield, 1844. Then there were Lyman D. Brewster, Roger Averill, Charles Hawley, and when, later, we come down to the men who at last found Bridgeport endurable, if not everything that the legal heart could desire, there were Isaac M. Sturges (1807-1877), Sidney B. Beardsley, Dwight Morris, James C. Loomis, Amos S. Treat, Wm. H. Noble, Frederick Frye, and many more. In 1814 one Joseph Backus had gained the credit of turning aside a most "remarkable plan" for capturing a British vessel off the harbor of Bridgeport, and it looks as if, in the lack of strictly legitimate practice, he stirred up strife of most any kind that promised him the exercise which his legal temperament required. Whether there were, at that time, any other lawyers in Bridgeport or not, we can not say, but "Squire Backus" was quite enough for one small town. It was he who drafted the Borough Charter in 1800, and proclaimed the fact with a fierce challenge to all who dared to doubt, as late as in 1822, so that he must have lived in Bridgeport for many years. In 1849-1850 the list of attorneys-at-law in Bridgeport is given in the state register as follows: Elisha S. Abernethy, S. B. Beardsley, Wm. P. Burrall, Henry T. Higgins, Francis Ives, James C. Loomis, Mark Moore, Dwight Morris, Wm. H. Noble, Isaac M. Sturges, and George W. Warner. The last named, Mr. Warner, is the sole survivor to-day. Ten years later, in 1860, this list was enlarged by the names of Henry T. Blake, Frederick Chittenden, Frederick Frye, James L. Gould, David F. Hollister, L. N. Middlebrook,

William K. Seeley and Amos S. Treat, but Mr. Wm. P. Burrall, Henry T. Higgins and Mark Moore had dropped out.

From that time on, the bar of Bridgeport took its share of honors, and holds them to-day. Of the last list Sidney B. Beardsley, James C. Loomis, I. M. Sturges, David F. Hollister, Wm. K. Seeley and Amos S. Treat were to win abundant honors in their profession for themselves and their city, while Wm. H. Noble, Frederick Frye, L. N. Middlebrook and Dwight Morris were to give the best years of their vigorous manhood to the cause of the Union, sacrificing therein professionally, what could never be again entirely regained. Of the list of 1860 only five now (1897) remain: Messrs. Warner, Blake, Gould, Hollister and Middlebrook. Mr. Blake resides in New Haven.

Fairfield was the first county seat, and there, in 1720, was erected the first court house, a wooden structure, burned when the town was raided by the British in 1779, and rebuilt in 1794. But in 1853 the growth of Bridgeport and its commercial importance asserted themselves, and the courts were removed to that city, which has ever since shared with Danbury the honor of being a shire town. The building which is now the City Hall, was Bridgeport's first Court House. It was built by a committee



First Court House.—Now City Hall.

consisting of James C. Loomis, Henry K. Harrall, Hanford Lyon, Philo C. Calhoun, John Brooks, Jr., Lemuel Coleman and William S. Knowlton, who were authorized "to erect on the lot between State and Bank streets, on the east side of the public square, a building of such form and dimensions as may be deemed by them necessary and proper for a Town Hall and Town Clerk's office

* * * and suitable rooms with the necessary fixtures therein for the accommodation of the courts of Fairfield County, together with a fire-proof vault for the safe custody and preservation of the public records." * * * The same committee was also empowered to purchase a site and build thereon a jail. This latter building was erected on Broad street, near South avenue by the Committee, and in 1854 was accepted by the town and turned over to the county authorities. The jail proved inadequate very soon and a new one was erected on North avenue, which has been since enlarged and improved, and is now very satisfactory.

The committee built the Town Hall and Court House on the designated site, and then acquired land on the east side, running through from street to street, corresponding with the "Public Green" upon the west. The new building was opened and occupied in 1855, a portion of it duly transferred to the county authorities and the committee dismissed with thanks. The Hon. H. K. Harrall, of the committee, had died since its formation.

A NEW COURT HOUSE.

Although expected to be sufficient for "all time," the new building soon proved inadequate for the growing business of the town and county.

It is a dignified and somewhat impressive building in its massive outlines, and though extending from State street through to Bank street, it was soon found not to be either so commodious or so convenient as was desired, while its proximity to the business streets with their inevitably increasing noises, became a source of great annoyance to the courts, especially after the introduction of the street cars into the city. Meetings were held in 1886 by members of the County Bar Association and the county representatives, at which it was decided that another and more suitable Court House was necessary. At one of these meetings it was agreed that a new Court House should be built if the county would release to the town of Bridgeport its rights in the old Court House. Norwalk was in the field and had offered to appropriate \$100,000 for a Court House, if located there, and the two towns, Norwalk and Bridgeport, took their differences to the Legislature. On March 3, 1886, Bridgeport, in town

meeting, voted to appropriate \$150,000 to build the new Court House, and shortly afterwards the Legislature decided in favor of Bridgeport by act approved April 8, 1886.

That event was celebrated by a banquet at the Atlantic Hotel, in Bridgeport, on April 9th. A site was selected on the rising ground near the northwest corner of Golden Hill and Main streets, then occupied by the residence of Jacob Keifer, Esq. Mr. Keifer's house was moved to the rear, facing on Chapel street, and on the site thus secured, the new Court House was erected. On July 28, 1886, the design and drawings of Warren R. Briggs, architect, were chosen in competition, and an externally elegant building, admirably adapted to its purposes, was the result. The corner stone was laid June 24, 1887. In selecting the site, in the construction of the building, and in expending the money appropriated, the town was represented by a committee consisting of the following gentlemen: Hon. Sidney B. Beardsley, Hon. Nathaniel Wheeler, Emery F. Strong, Hon. P. T. Barnum, Hon. David M. Read and Samuel B. Sumner, together with the Board of County Commissioners, consisting of Nathan M. Belden, of Wilton, Charles B. Wheeler, of Bridgeport, and John O. Paige, of Sherman.

The new building was completed and first occupied in 1888, and it has the reputation of being the most elegant and conveniently arranged Court House in the State. Its location is convenient to the business streets, and yet removed from the noises of traffic, and every branch of the judiciary is well accommodated. The bar library is a fine and well appointed room, and a great stimulus has been given to that important institution. There are between fifty and sixty attorneys-at-law in Bridgeport, and nearly all of them belong to the Bridgeport Bar Association, the purposes of which are to encourage brotherly feeling among the members, and to give a banquet every year. A. B. Beers is President and Wm. H. Kelsey Secretary of this organization.



Fairfield County Court House.

THE MEDICAL PROFESSION.



Entrance to Court House.

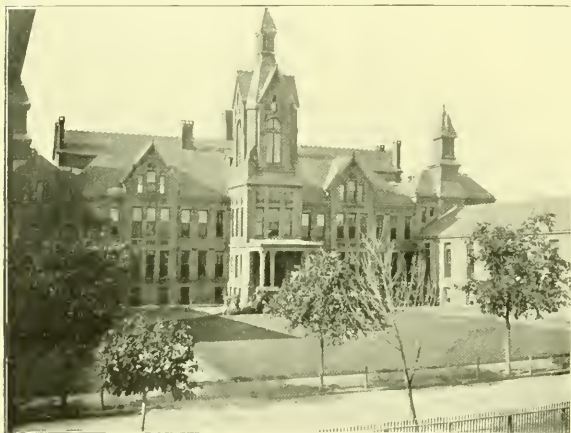
THE FAIRFIELD COUNTY MEDICAL SOCIETY dates back, by virtue of its records, to 1826, and is not, therefore, so old as other county societies in the State, particularly those of New Haven and New London, which were in existence in 1784. But there are very strong names in the membership of the Fairfield County Society, and, to-day, in point of professional standing, it is the equal of any similar association in the State. Organizing when Bridgeport had grown to be quite an important town, and just before she took upon herself the dignity of a full-fledged city, the Society was influenced largely by Bridgeport members, and among its "Moderators" or "Presidents" are quite a number of Bridgeport names. As far back as 1843 we find Samuel Simons Moderator of the Society, and, in 1873, Robert Hubbard; in 1880, Curtis H. Bill, and since that time Doctors J. W. Wright, A. J. Smith, Robert Lauder, George L. Porter, F. M. Wilson and others, have been its Presidents. Dr. Robert Hubbard was also President of the State Medical Society in 1877.

The Bridgeport Medical Association was organized in 1864, and in 1867 presented the following

roll of membership: Robert Hubbard, G. Ohnesorg, J. R. Cumming, G. L. Porter, G. L. Beers, G. F. Lewis, A. H. Abernethy, E. Gregory, E. H. Winslow, Seth Hill and R. M. Gray. The Society languished for a time owing, doubtless, to the fact that the county and State societies furnished all the advantages to be derived from association, but as the city increased in size and the number of physicians multiplied rapidly, it was reorganized in 1871, and now shows a list of over forty members, a considerable number of whom have been officers of the Society at one time and another. The Society has a room in the Barnum Institute, which was left to it by the will of the founder, the late P. T. Barnum.

There is no local homeopathic society in Bridgeport, but five of her homeopathic physicians are members of the State Homeopathic Society, and most of them have held offices therein. Dr. Charles E. Sanford, the oldest representative of that school of medicine in Bridgeport, has held several offices in the State Society, and was for several years president of the Bridgeport Board of Health.

There are several eclectic physicians but no society in the city. The entire list of registered physicians and surgeons numbers (1896) one hundred and one, and all must register to be allowed to practice. There are six female practitioners on the list.



Bridgeport Hospital.

THE BRIDGEPORT HOSPITAL.

The observant traveler passing through Bridgeport on the cars, would be impressed chiefly by the magnitude and number of the large manufacturing concerns that border both sides of the line, but he would note one noble and prominent structure, standing on a hill to the north of the road on the east side, which could not be classed among the manufactories or mills. It is the Bridgeport Hospital, and it is a sign of progress as well as of philanthropy of which the appreciative Bridgeporter is properly proud. Through the influence of Dr. George F. Lewis, Mrs. Susan Hubbell, a relative, was induced to donate one acre of ground and \$13,500 for hospital purposes. In

various ways this amount of money was increased to \$50,000, when the State added \$50,000 more, and in January, 1878, the hospital was organized. The present building was erected and was opened in 1884, having cost more than \$100,000. Since that time it has been assisted in a number of ways, by the building of a children's ward, by the addition of a scientific operating room, by the endowment of free beds, and by bequests of money for general purposes, till its capacity for good work has been greatly enlarged. It is a well equipped institution, and the amount of good that it does is very great. A tablet in the main hall records the names of those who have given considerable sums to the institution. Its corps of nurses, physicians, etc., is full and effective, and its record is excellent. Among the notable cases on the records of this institution is one of the giving of sight to a person forty-nine years of age, who had been born blind.

NEWSPAPERS.

Bridgeport has, and has had, its full complement of newspapers and like publications, and has never failed to exploit itself at all stages of its corporate career, through the medium of printers' ink. It owes a large amount of its prosperity, beyond question, to the thorough advertising which its advantages have received through the columns of the press.

Its first newspaper was *The American Telegraph and Fairfield County Gazette*, begun in 1795, and issued weekly by Lazarus Beach, corner of Wall and Water streets. It had a (not sworn) circulation

of 800 copies at \$1.50 per year, and was delivered all over the county by post riders. It ran for about ten years and there are many copies of it extant, which reflect the condition of trade in those days, through its advertising columns.

The next venture was *The Bridgeport Herald*, by Samuel Mallory, which had a brief existence, and copies of which are quite rare.

Then came *The Bridgeport Advertiser*, Hezekiah Ripley, 1806; *The Connecticut Courier*, Nathan L. Skinner, 1810; *The Connecticut Patriot*, L. Bradley & Co., 1826 and *The Spirit of the Times*, anti-Masonic, Geo. W. Smith, Jr., 1831. Copies of these publications can be occasionally picked up.

The Bridgeport Republican was started in 1830, by Edmond Fanton. This was the predecessor of *The Standard*. About 1839 Mr. Fanton sold his material to A. A. Pettingill, who shortly after (1839) began *The Republican Standard*. In 1848 Julius S. Hanover was taken into the concern, and it was known as Pettingill & Hanover until sold out to J. D. Candee in 1863.

In 1853 a tri-weekly edition was issued, and in 1854 *The Standard* became a daily.

The Bridgeport Chronicle was issued in 1848 by B. H. Munson, and *The Bridgeport Leader*, T. M. Clark, about the same time. Both were short lived. Mr. Clark became subsequently editor of the *Winsted Herald*.

The Republican Farmer was started in Bridgeport in 1810, by Stiles Nichols, who bought it from Danbury, where it had been published since 1803. It became a daily in 1850 under the late Wm. S. Pomeroy. It was subsequently under the management of James L. Gould and Henry B. Stiles at the corner of Wall and Water streets, and, later still, in the Waller building, No. 21 Fairfield avenue. Mr. Gould left the concern a few years ago, and it has since been incorporated, H. B. Stiles, President and Floyd Tucker, Secretary and Treasurer. Mr. Tucker is Editorial Manager and is a journalist of large experience and ability.

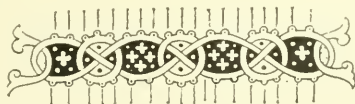
The Leader was started in 1870 by Franklin Sherwood, John N. Near and Frank A. Whiting. Mr. Sherwood subsequently obtained possession of the paper, and still publishes its successor, *The Independent Leader*, No. 321 Water street, a weekly, devoted to local municipal matters and the perpetuation of the old Bridgeport records.

The Morning News, started by Major Henry M. Hoyt in 1874, ran for a few weeks and then suspended. In 1879 Major Hoyt again launched the paper, and conducted it until the date of his death in 1885. In that year Mr. L. C. Prindle came into possession of the paper and has conducted it ever since, changing later into the evening field.

The Evening Post was started in 1883 by G. W. Hills, and in 1885 Mr. H. M. Hills was made a partner. It was published in the Winton block, on Main street, in 1885, subsequently removed across the street to Nos. 115 and 117 Middle, and thence to its new building on Cannon street, opened in 1892. A morning edition, *The Morning Telegram*, is issued from the same office. In 1891 the Post Publishing Co. was incorporated. President, G. W. Hills; Vice-President, W. H. Comley; Secretary, F. W. Bolande; Treasurer, R. N. Blakeslee.

The Morning Union, published daily by the Union Publishing Co., was incorporated in 1892. It is issued from No. 105 State street.

The Bridgeport Sunday Herald—with a Waterbury edition—covers the western section of the State. It is published from No. 35 Middle street, by F. R. Swift.



CHAPTER XIV.

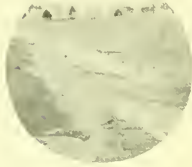
THE PARKS OF BRIDGEPORT.—THE PUBLIC GREEN.—WASHINGTON PARK.—SEASIDE PARK, ITS INCEPTION, DEVELOPMENT AND COST.—BEARDSLEY PARK A SPLENDID GIFT.—OTHER PARKS ABOUT THE CITY.

—NOTES IN CONNECTION WITH THE PARKS.

"THE PUBLIC GREEN."

THE Borough of Bridgeport, on February 9, 1807, bought of Salmon Hubbell that "piece or parcel of land, lying and being situate in said Bridgeport, containing one-quarter of an acre, be the same more or less, and bounded easterly on Daniel Fayerweather's land, southwardly and westwardly

and northwardly on highways, to be laid open, kept and maintained as a public highway forever." The "public highway" in this case was a pretense, for the said "piece or parcel" was never used for highway purposes, but is the lot of open land lying west of the present City Hall, and further bounded on State, Broad and Bank streets. When the City Hall was built, this land was not encroached upon, but the little "Green" has been, in effect, a public



Seaside Park.

park ever since; although not recognized as a part of the park system of the city, and being only a portion of the City Hall lot.



Beardsley Park.



Washington Park.

WASHINGTON PARK.

In 1851 Wm. H. Noble and P. T. Barnum, in the opening up of their property in East Bridgeport, in what had been the "New Pasture Lots," set aside a tract of land of four acres in extent, to be used as a public park, and thus to render more attractive for residential purposes the remainder of the territory. While it remained open and thus used as a "common," it was not formally transferred to the city till 1865, when a deed was given and the Common Council accepted the gift under the title "Washington Park." An appropriation of \$1,000 was made for fencing and improving this park, and Wm. H. Perry, Charles A. Hotchkiss and Nathaniel Wheeler

were appointed Commissioners in charge of the improvements. This park remains a monument to the public spirit and foresight of the men who gave it to the city. It is bounded on the north by Barnum avenue, on the west by Noble avenue, on the south by East Washington avenue and on the east by Kossuth street. It is surrounded by some of the finest residences on the east side, and four

churches, the Park Street Congregational, Washington Park M. E., St. Paul's Episcopal, and the East Washington Avenue Baptist Church, look upon it.

It is laid out in converging walks, with a band stand in the central space, and it has a fine growth of native forest trees, which were standing upon it when it was first selected for park purposes. Being in a central location, and easily accessible, it is a great benefit to that portion of the city.

SEASIDE PARK.

In the year 1862, previous to its departure for the seat of war, the 17th Connecticut Volunteer Regiment encamped on the land south of the city bordering upon the sound, known as Seaside Park. It was then all farming land, but its fine location fronting on the sea was very delightful. Thousands visited it at that time, and afterward, when various other special attractions called them there, and in 1863 and thereafter, articles in the Bridgeport *Daily Standard* pointed out the beauty and popularity of the place, and urged upon the city the propriety and advantage of securing so exceptionally well located a tract for park purposes.

P. T. Barnum and James C. Loomis were the first to move in the matter. In 1864 a survey was



Pembroke Park. Old Mill Green.
Beardsley Park. Seaside Park. Beardsley Park.

made by E. R. Lambert and George Beckwith and a map drawn of the proposed area, thirty-five acres in all, thirteen of which were in Bridgeport and the remainder in Fairfield. In 1865 a committee was appointed by the Common Council, consisting of Nathaniel Wheeler, Frederick Hurd and Eli Thompson, to examine into the matter, and these gentlemen reported favorably upon a proposition of the owners of the land, Captains John Brooks and Burr Knapp, and Messrs. George Bailey and P. T. Barnum, to convey the land to the city free of charge, provided that it be used perpetually for a public park; and they also reported the contribution of \$2,720 by some sixty individuals and business firms for the purchase of additional land. A city meeting was called July 8, 1865, and the Council was authorized to accept the deeds of the land and to appropriate a sum not exceeding \$10,000 for grading and improving the park. The Council formally accepted the deeds August 14, 1865, and appointed James C. Loomis, S. S. Clapp and Jacob Keifer, Commissioners of Seaside Park.

At the suggestion of General E. R. Viele, of New York, the sea wall around the front of the park was begun, the driveway and walk back of the wall laid out, the pond excavated and connected with tide water. It was some time before final plans were adopted. In the *Daily Standard* for January 15,

1867, occurs the following item concerning the park: "In the rooms of Messrs. Lambert & Bunnell, the architects, in Wales building, can be seen an excellent sketch of the proposed Seaside Park. This drawing was, we learn, obtained and presented to the Park Commissioners by Mr. Nathaniel Wheeler at considerable expense, and is an example of public spirit worthy of special mention. The drawings were obtained of the designers and Superintendent of the New York Central Park, and the work was done by Messrs. Olmstead, Vaux & Co., artists of New York. The plan is well worthy the attention and study of our citizens generally, and particularly of those who have property in the vicinity of the park."

Subsequently, considerable additions were made by gift and purchase, and the area of the park was greatly extended. In 1872-73, the Commissioners, Messrs. Nathaniel Wheeler, G. B. Waller and Albert Eames, reported the total expenses in the purchase of land and in improvements, \$77,778.85. The following is the table of lands donated to and purchased by the city for Seaside Park, up to and including 1870:

		Acres.	Rods.	Price.
August 14, 1865.	P. T. Barnum.....	7	10	given.
" " "	John Brooks and wife }	6	57	"
" " "	Burr Knapp " " }			
" " "	George Bailey.....	7	134	"
" " "	Harry Wheeler, 100 feet wide for an avenue.	—	—	"
" " "	Harry Wheeler.....	7	85	\$2,257.50
September 22, 1865.	J. Brooks and wife. }	—	—	given.
" " "	Burr Knapp and wife. }	—	—	
" " "	F. Lathrop and wife. }	—	—	
" 28, "	George Bailey.....	5	—	\$ 900.00
" 29, "	" ".....	8	151	4,470.50
June 5, 1866.	F. Lathrop and wife, west of Main street....	—	—	250.00
" 6, "	J. Brooks and wife, west of Main street.....	—	—	given.
" 6, "	Burr Knapp and wife—quantity not stated..	—	—	"
" 7, "	{ I. H. Whiting, south of Park Place, be- tween Broad and Main streets—quan- tity not stated.	—	—	500.00
" 14, "	John Brooks and Burr Knapp.....	4	120	1,425.00
September 8, 1866.	Harry Wheeler.....	2	128	832.00
July 12, 1869.	P. T. Barnum.....	3	80	given.
September 14, 1869.	Harry Wheeler.....	2	136	2,843.75
January 24, 1870.	Nathaniel Wheeler.....	2	80	given.
				<hr/> \$13,478.75

In 1884 P. T. Barnum gave about thirty acres more to the park, the gift comprising the land between Waldemere avenue and the water, and extending from Iranistan avenue on the east, to Barnum's Dyke, at the mouth of Cedar creek, on the west. This was a portion of the land reclaimed by the building of the dyke by Mr. Barnum.

In 1895 Mr. Horace Smith, who had a claim to certain land within the park, south of the north line of Waldemere avenue, released his right and title to the city, and so removed all obstruction to the improvement of the west end of the park to the dyke.

In addition to its walks and drives, the park has a handsome band stand, and a fine pier extends from the eastern end out over the water. Grounds for athletic sports and the race track, a portion of which is a bicycle path, are also available.

Beyond the park limits, to the east, are bathing pavilions on a very good beach where all facilities are afforded.

A UNIQUE PARK.

The whole area of Seaside Park occupies about 125 acres, and it has now a substantial sea wall, for most part solid masonry, along its entire front. It is well laid out, and its walks and drives embrace a great variety in grove and shrubbery, lawn and water views.

There is no other park like it in the country, so near the city, with miles of walks and drives along the shore, where the waves break pleasantly in fine weather, or dash in might and magnificence when driven by the storm. It is intended to extend the sea drive, or boulevard, to Black Rock, over the breakwater to Fayerweather's Island, and to thus complete a water front that can have few rivals anywhere.

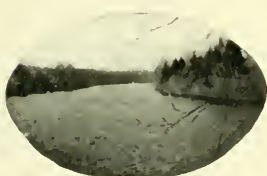
BEARDSLEY PARK.

Beardsley Park, which lies in the northwestern part of the city on the Pequonnock river and lake, was the gift of the late James Walker Beardsley, and was laid out after plans by Frederick Law Olmstead in 1881. The deed to the city was dated May 24, 1881, and it was only conditioned upon the expenditure annually, by the city, of \$3,000 in improvements. This condition has been not only kept, but exceeded, and the natural beauty of the park has, with skilled and careful management, increased immensely, till now the park is one of the most beautiful to be met with anywhere. It is chiefly rural in character, having only the water front of the river, but its walks and drives, its rustic arrangements of wall and boulder and parterre, and its fine



Statue of P. T. Barnum at Seaside Park.

concourse with a magnificent view from the summit, are great attractions. From the level of the concourse there is a view in every direction, both grand and beautiful. The city lies to the south, the far Sound stretches from east to west along the southern horizon, while rural views of hill and forest, field and farm, meet the eye on the east and north, with the river and the opposite hillside on the west. The trolley cars bring crowds of passengers to this park, which is a great favorite, affording so strong a contrast to Seaside on the Sound, each admirable in its way.



Beardsley Park.

SOME OTHER PARKS.

Lafayette Park is a small area of land at the junction of Lexington avenue, Jones avenue, and George street. It was given by the late Nathaniel Wheeler and Seth B. Jones, and has been improved by the city, until it is a very acceptable and valuable little park for its immediate neighborhood. It is nearly a triangle in shape.

A small park at the corner of Clinton and North avenues is called Clinton Park. It made its appearance as a source of expense to the city in 1887, and has been duly watched and tended ever since.

Wood Park is another little breathing place at the junction of Benham and Wood avenues, north of George street. It contains 2,500 feet of space, and is valuable to, and appreciated by the neighborhood.

Pembroke Park is the "Old Mill Green," the "waste land" formed by the forking of the King's Highway, east of Berkshire Mill pond, and left a common ever since. It has been improved for park purposes by the city, and will, in the future, doubtless attain a higher degree of usefulness than it enjoyed when it was an adjunct of the great traveled highway between New York and Boston.



Near Beardsley Park.

THE MURDER OF MR. BEARDSLEY.

On December 22, 1892, James Walker Beardsley, the donor of Beardsley Park to the city, died at his residence near the park, from injuries received at the hands of burglars, a few evenings before. The guilty parties were never discovered, and they carried away with them considerable plunder, leaving Mr. Beardsley, who was ill at the time, in a condition from which, as has been said, he died. Mr. Beardsley left to the city a most magnificent monument of his public spirit and beneficence, and he will be cherished in the memory and affection of his fellow citizens so long as the noble park which bears his name gives health and pleasure to the people.

BARNUM'S STATUE.

The bronze statue of P. T. Barnum at Seaside Park was unveiled on the 4th of July, 1893, with



Residences of P. T. Barnum, near Seaside Park.

Waldemere.

Marina.

Waldemere.

appropriate and exceedingly interesting ceremonies, in which thousands participated. The following is an extract from the official programme of the day:

"A fine bronze statue of the late P. T. Barnum, a perfect picture, by Thomas Ball, was presented to the city of Bridgeport by his former partners, James A. Bailey and James A. Hutchinson and W. W. Cole. This now stands on a superbly sculptured granite pedestal, the gift of the citizens of Bridgeport in beautiful Seaside Park, of which he was one of the founders, and the largest donor. It is in a particularly well chosen site, his favorite summer-day haunt, on the margin of the Sound, and within sight of his former home. * * * * * It will be long ere the world forgets P. T. Barnum."

THE SOLDIERS' MONUMENT.

The Soldiers' Monument at Seaside Park is a very beautiful and satisfactory structure. The Ladies' Soldiers' Monument Association of Bridgeport and the town together, furnished the funds,

about \$30,000, and procured the erection of the noble monument. The corner stone was laid August 29, 1866. Governor Joseph R. Hawley and Major-General A. H. Terry being among those present, and taking part in the ceremonies. The monument was dedicated August 17, 1876, and on that occasion there was one of the most imposing civil and military displays ever made in Bridgeport. The procession was in charge of Chief Marshal Wm. E. Disbrow, and among the prominent speakers at the literary portion of the affair, which took place in the Opera House, owing to a sudden storm, were the Hon. D. H. Sterling, Rev. Alexander R. Thompson, formerly of the South church, Major Wm. H. Mallory, ex-Governor J. R. Hawley and General Wm. H. Noble. The committee under whom the monument was erected consisted of Wm. H. Mallory, Henry A. House and J. D. Alvord, and the artist and designer was Wm. H. Moseman, of Chicopee, Mass.

THE HOWE STATUE.

The statue of Elias Howe, the inventor, during his life the head of the great Howe Sewing Machine Co., was a gift to the city on the condition that a suitable base should be furnished for it, which was done. In the fall of 1884 the statue was placed upon a proper foundation in its



Soldiers' Monument, Seaside Park.

present position, and is prominent among the appropriate and historic adornments of the place.

A NARROW ESCAPE.

In 1853, Seaside Park, although not then thought of, came very near being made impossible. A committee of the Common Council had been appointed to survey the city south of State street, and on July 5th of that year, this committee reported a map and survey, and another committee was appointed to lay out said streets in accordance with said survey. The last committee reported on September 5th, and among the other improvements, recommended "the extension to the shore of Long Island Sound, of Lafayette street, Lambert street (Warren avenue) and Myrtle avenue," and the layout of a dozen, more or less, cross streets in that section. This report was adopted by the Council and the improvements ordered, but the Mayor failed, for reasons unknown, to sign the layout, and it never became operative. Charles B. Hubbell, Esq., was Mayor of the city at that time, and the fact that he never signed the document, the carrying out of which

would have rendered Seaside Park an impossibility, should be placed to his credit, whatever may have been his reason therefor. It was eleven years later that the movement to secure Seaside Park was made.



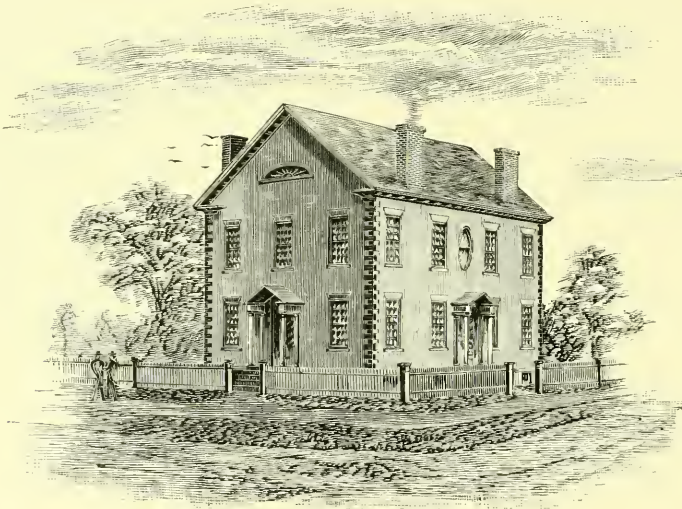
Statue of Elias Howe, Jr. at Seaside Park.

CHAPTER XV.

BRIDGEPORT'S SOUND FINANCIAL INSTITUTIONS.—HER HISTORIC BANKS AND HER WELL-KNOWN BANKERS.—
POSTMASTERS OF THE PAST.—CUSTOM HOUSE AND COLLECTORS.—THE NEW FEDERAL BUILDING.

THE BANKS OF BRIDGEPORT.

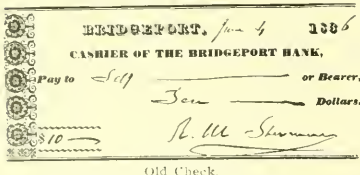
BRIDGEPORT has always prided herself upon her sound and successful financial institutions and, although, since the establishment of her banks, there have been numerous periods of business stress and financial trial, there has never been a bank failure in the city.



The Bridgeport Bank, 1806.

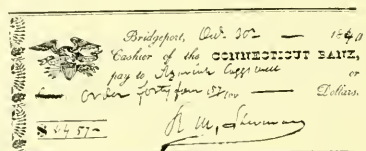
There are five National banks in Bridgeport, five savings banks and several private banking institutions.

The Bridgeport Bank, the oldest bank in the city, was incorporated in October 1806. Its capital



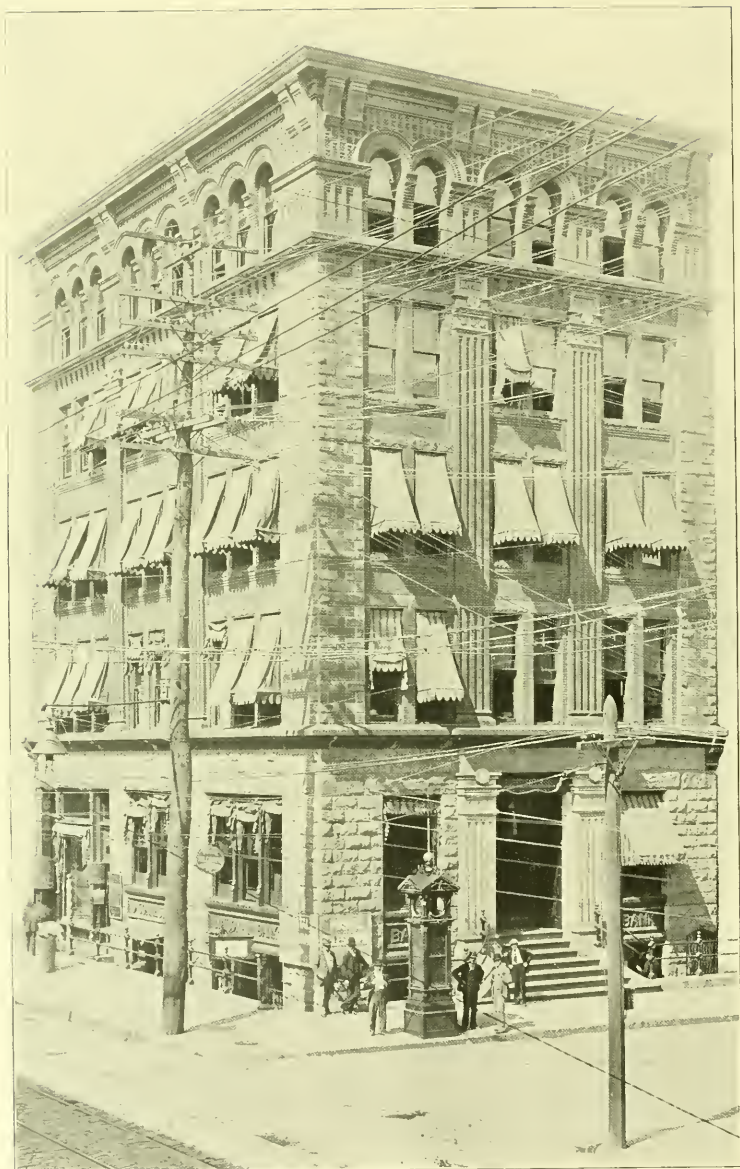
Old Check.

stock was \$200,000, and its directors were: Isaac Bronson, Birdsey Norton, Samuel W. Johnson, John S. Cannon, Salmon Hubbell, Lambert Lockwood, David



Old Check.

Minot, Jessup Wakeman and Ebenezer Jessup. Isaac Bronson was chosen President and George Hoyt, Cashier.



THE CONNECTICUT NATIONAL BANK BUILDING.

Mr. Bronson was an able financier and had had experience in banking both in New York and Philadelphia before coming to the Bridgeport Bank. Succeeding Mr. Bronson the Presidents were: John S. Cannon, Ebenezer Jessup, Sylvanus Sterling, Hanford Lyon, Sherman Hartwell, Munson Hawley and the present incumbent, Thomas B. DeForest. F. N. Benham is Cashier. The bank has been managed in a successful manner from the first. Its capital to-day is \$215,850 and its surplus \$112,000.

The first building of this bank was a plain two story and a half structure on the southeast corner of Main and Bank streets. This was remodeled in 1857, and an additional story put on. In 1884-85 the Bridgeport Bank and the City Savings Bank built, upon the same site, the handsome Union Bank Building which they now occupy. The building is one of the finest in the city, and is a model of good taste and convenience in its architectural detail and arrangement.

The next bank in order of time was the Connecticut Bank. It was granted a charter in 1831, on the condition that it pay a bonus of \$5,000, seven-tenths of which went to Yale College, and the remainder to Washington College. The corporators were Cyrus H. Beardsley, Daniel Sterling,



The Bridgeport Bank, 1831.

Enoch Foote and others. Mr. Beardsley was the father of the late Judge Sidney B. Beardsley. Mr. Sterling was the father of the late Daniel H. Sterling "War Mayor" of Bridgeport, and General Foote was the father of Charles Foote, later Cashier of the bank, Mayor, etc., etc. This bank was located on the north corner of Wall and Water streets, for several years, but after the fire of 1833 a lot was purchased on the corner of Wall and Main streets, and a building erected, which was recently superseded by the imposing Connecticut Bank Building now standing there. The capital of this bank is now \$332,100, and its undivided profits were (1897) \$150,000. Its Presidents have been Captain Ezekiel Hubbell, who was elected in 1835, and the Cashier was the Honorable Charles Foote, who retained the position till he died. Mr. Hubbell was succeeded by Daniel Thatcher in 1840, he by P. C. Calhoun in 1848. Mr. Calhoun served till 1864, when he resigned to take the Presidency of the Fourth National Bank of New York City. Harvey Higby succeeded Mr. Calhoun and served till 1875, when Daniel H. Sterling was elected to fill his place. On the death of Mr. Sterling, in 1877, Mr. Samuel W. Baldwin was chosen to the Presidency. Mr. Foote, Cashier, died in 1862, and John T. Shelton succeeded him. He resigned in 1868 to become Treasurer of The New York and New Haven Railroad, and was succeeded by Mr. H. B. Drew, who was in turn followed by Mr. H. S. Shelton,

who is now Cashier. The present building, which is a stately and substantial edifice, six stories high, was built in 1885-86.

The Farmers' Bank was chartered in 1849 with a capital of \$200,000. It paid for its franchise by a bonus of \$5,000 to the general hospital society of the State. It was located at first on the southwest corner of Main and State streets for several years, but in 1871, it removed to its present location on the corner of Main and Bank streets. It was the first of the Bridgeport banks to adapt itself to the new national banking law, and in 1864 it took the name of the "First National Bank of Bridgeport." At the organization of this bank, Edmund S. Hawley was elected President and William E. Seeley, Cashier. It has been a depository of public funds since its organization as a National Bank,



Stiles M. Middlebrook, Esq.
 Hon. C. B. Hubbell, Mayor, 1853. Hon. P. C. Calhoun, Mayor, 1855-56-57.
 Isaac Sherman, Esq.
 Hon. Clapp Spooner, Mayor, 1863. Hon. S. B. Beardsley, Judge Superior Court.
 Hon. John Brooks, Mayor, 1851 and 1854.

and its management has been very prudent and successful. Upon the death of Mr. Hawley, Wm. E. Seeley was chosen President, and O. H. Brothwell, Cashier. Its capital stock is \$210,000 and its surplus \$105,000.

The Pequonnock National Bank was chartered in 1851 and paid \$4,000 for its charter; \$1,000 to Bridgeport Library; \$1,500 to the State Treasury for the benefit of the insane poor, and an equal amount to the State Reform School. It built the banking house that it now occupies on the corner of State and Main streets, and opened its doors for business in 1851. Its Presidents have been: P. T. Barnum, 1851, Charles B. Hubbell, 1855, Clapp Spooner, 1860, Munson Hawley, 1865, Charles B. Hotchkiss, 1869. Its capital stock is now \$200,000 and its surplus fund \$100,000. Its President is David Trubee and its Cashier, I. B. Prindle.

The Bridgeport City Bank, now the City National Bank, was organized in 1854 under the general banking act of 1852, with a capital of \$100,000, subsequently increased to \$200,000. It began business in the old Post Office building on Bank street, and then removed to the corner of Wall and Water streets, and in 1861 it fitted up and occupied its present quarters, Nos. 17 and 19 Wall street, facing Middle street. In March, 1865, it was reorganized under the National Banking Act, and its capital was increased to \$250,000. The Presidents of this bank since its organization have been Adam P. Houston, S. F. Hurd, Ira Sherman, Sherwood Sterling, George B. Waller and Daniel N. Morgan. When Mr. Morgan was appointed Treasurer of the United States by President Cleveland in 1893, he



Ira Sherman, Esq. Hanford Lyon, Esq.
 Rev. Nathaniel Hewit, D. D.
 Rev. Gurdon S. Coit, D. D. Hon. E. B. Goodsell, Postmaster, 1853-1861,
 Mayor, 1871-72-73.

resigned his position, and Edwin G. Sanford, the present incumbent, was chosen in his place. Frederick J. Banks is Cashier. The surplus fund of this bank by its last showing was \$150,000.

SAVINGS BANKS.

There are five savings banks in Bridgeport, the oldest of which is the Bridgeport Savings Bank, chartered May, 1842; among its corporate members being Gideon Thompson, Wm. H. Noble, Thomas Ransom and Schuyler Secley. It was the ninth savings bank chartered in the State, and at the time was the only one west of New Haven. Its present handsome banking house was completed in 1878, and with the lot, cost about \$62,000. The Presidents of this successful and well-managed bank have been: Sherwood Sterling, 1842; Smith Tweedy, 1843; Daniel O. Wheeler, 1850; Lemuel

Coleman, 1851; Sherwood Sterling, 1864; Hervey Higby, 1870; E. S. Hawley, 1875. Its present President is Samuel C. Trubee, and its Treasurer, Alexander Hawley.

The City Savings Bank was chartered in 1859. David F. Hollister is President. Mr. S. M. Middlebrook was Treasurer from its organization for many years, and was succeeded by Major Wm. B. Hincks, the present officer. The rooms of the bank are in the United Bank Building, corner Main and Bank streets and are very pleasant. Wm. N. Middlebrook is Assistant Treasurer. The first President was Hanford Lyon; he was succeeded by Ira Gregory, and he in turn by Horace Nichols, who was followed by the present incumbent. The bank has a very large line of deposits, and in the dividends paid from January, 1860, to January, 1886, it disbursed \$1,700,000. The bank built the half of the Union Bank Building which it occupies, and owns that side, the Bridgeport National Bank owning the southern half.

The People's Savings Bank was organized in 1860. Its first President was Ira Sherman and its Treasurer, Stephen Hawley. The bank is carefully and ably managed, and the money of its 6,000 depositors is looked after with discretion. It has been very successful. In December, 1864,



Union Bank Building, corner Main and Bank Streets. Bridgeport National and City Savings Banks.



Old Post Office, Bank Street Entrance.

the bank purchased the lot on the southeast corner of Main and Bank streets, on which stood the Partidge photographic gallery. This building was removed in 1870 and the present banking house erected in its place. The first floor was rented to the First National Bank, and the Savings Bank occupied the front rooms on the second floor. The present officers are: President, Wm. E. Seeley; Treasurer, Edward W. Marsh; Teller, Frank Hubbard.

The Mechanics and Farmers' Savings Bank was chartered in 1871 but its organization was delayed until 1873. It was started as an East Bridgeport institution and located on East Washington avenue, near East Main street. Mr. George W. Hayes was its first President, and he was succeeded by Mr.

Wm. G. Lineburgh. In 1873 the bank abandoned its East Bridgeport venture, and located in the basement of the Connecticut Bank Building, corner Main and Wall streets. From there it removed into the Barnum Building, 407 Main street. In July, 1883, Mr. Andrew Burke was chosen President

and Mr. Lyman S. Catlin, Treasurer. In December, 1885, the bank removed to the City Bank Building, Wall street, and has been there ever since. The same officers continue.

The Industrial Savings Bank, Patrick Coughlin, President, and John F. Noble, Treasurer, has rooms in the Standard Building, on Middle street. It has not yet fairly begun its career.

The private banking establishments are: T. L. Watson & Co., 305 Main street. Established in 1866. James Staples & Co., 109 State street; Marsh Merwin & Lemmon, 305 Main street; Burr & Knapp, 363 Main street.

THE FEDERAL BUSINESS.

The Postmasters of Bridgeport have been Amos Fairman, appointed in 1801; Charles Bostwick, 1804; Benjamin Bostwick, 1806; Charles Bostwick, 1808; Jesse Sterling, 1810; Stephen Lounsbury, Jr., 1841; Philo F. Barnum, 1845; George Wade, 1849; E. B. Goodsell, 1853; F. W. Smith, Jr., 1861; George F. Tracy, 1869; James E. Dunham, 1872; J. W. Knowlton, 1875; Edwin F. Meeker, 1886; J. W. Knowlton, 1889; Anselius Steward, 1893, present incumbent. The Post Office was on Bank street, below Main, in a building running



Post Office and Custom House, corner Cannon and Broad streets.
Site of old St. John's Church.

through to State, where it had been located under F. W. Smith. But it soon became evident that the growing town demanded a public building, and this matter was successfully agitated especially by Congressman E. W. Seymour, until in the spring of 1888 an appropriation was made by Congress of \$150,000 for a Federal building in Bridgeport, to accommodate all the departments of the Federal business.

In December of that year, the site of the old St. John's Church, corner Cannon and Broad streets, was selected, and the work soon after begun. The building was completed and opened to the public on February 5, 1892. It has accommodations for the Custom House, Post Office and Internal Revenue Collector, and is, externally, a very noble and attractive building. Its arrangements internally are excellent also, but so little allowance was made in the plans for the inevitable growth of business, that an appropriation of \$100,000 has been made by the present Congress (1897), for a necessary enlargement of the building.

The Collectors of this Customs district have been: Samuel Smedley, 1789 to 1812; Walter

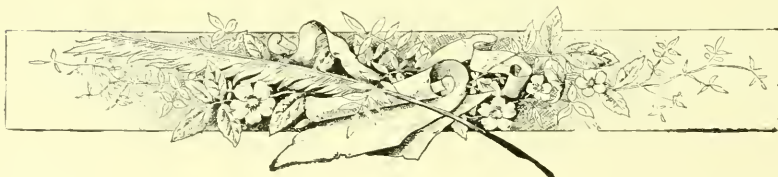


Entrance to the Arcade on Main Street.

Bradley, 1812 to 1832; Samuel Simons, 1832 to 1841; Joseph Thompson, 1841 to 1845; Stephen Lounsbury, 1845; William S. Pomeroy, 1845 to 1853; W. H. Peet, 1853 to 1861; Silas C. Booth, 1861 to 1867; John Brooks, 1867 to 1869; Julius S. Hanover, 1869 to 1885; Walter Goddard, 1885 to 1890; George B. Edmonds, 1890 to 1893; Walter Goddard, 1893 to 1897; Frank J. Naramore, present incumbent.

From the time of the establishment of the Internal Revenue Department by Government until the consolidation of the Connecticut districts (1883) the Hon. D. F. Hollister was Collector of this district.

During his nearly twenty-one years' term of office, Mr. Hollister collected and paid over to the Government \$10,556,096.09, without the loss of a cent. Since consolidation, Bridgeport has only Deputies representing the Department.



CHAPTER XVI.

THE PUBLIC SCHOOLS OF BRIDGEPORT.—BEFORE AND AFTER CONSOLIDATION.—HER MODERN SCHOOL BUILDINGS.—THE FREE PUBLIC LIBRARY.—THE GIFT OF A NOBLE WOMAN.—ITS HISTORY AND PRESENT CONDITION.

THE PUBLIC SCHOOLS.

THE school was a regular accompaniment and sometime forerunner of the church in the colonial governmental system. In 1650, in the code of laws promulgated by Deputy Governor Roger Ludlow, of Fairfield, for that colony, was this clause: "Every township within the jurisdiction, after the Lord has increased them to the number of fifty households, shall forthwith appoint one within their town to teach all such children as shall be sent to him to write and read, whose wages shall be paid either by the parents of such children or by the inhabitants in general. And it is further ordered that when any town shall increase to the number of 100 families or householders, they shall set up a grammar school, the master thereof being able to instruct youths so far as they may be fitted for the university."

As early as 1678 the settlers in Stratfield petitioned the General Court to be released from paying school taxes to Fairfield, and their petition was granted. They had a school of their own. In 1691, when the petition for a new parish was favorably considered, the school society was incorporated also, in what was then the "Village of Fairfield," afterwards (1701) called Stratfield village.

THE OLD DISTRICTS.

In 1766, under a new law, the "Stratfield School Society" established three districts, the North, Middle and South. These were managed by committees chosen by the parish, till by the law of 1796 a school society was formed for receiving the interest on the monies received from the sale of public lands in the "Western Reserve," which monies were paid "according to the list of polls and ratable estate of such societies respectively." The lands sold for \$1,200,000, which was the basis of the present school fund. In 1856 the "school society" was abolished, and its property transferred to the town.

DISTRICT CONSOLIDATION.

The district system continued till the annual election in April, 1876, when the districts were consolidated under one control, and the management of all the schools put in the hands of a single committee or Board of Education. Previously Bridgeport had been divided into eleven districts and two fractional districts, and the disadvantages arising from the differing rules and regulations in each were many and serious.

THE BOARD OF EDUCATION.

The first Board of Education was chosen at a special town meeting, April 12, 1876, and consisted of the following persons: James C. Loomis, Daniel H. Sterling, F. W. Zingsem, James Staples, A. H. Abernethy, Henry T. Shelton, Andrew Burke, Edward Sterling, Joseph D. Alvord, David Ginand, George W. Bacon, Julius S. Hanover. It organized with the following officers: James C. Loomis, President; Daniel H. Sterling, Vice-President; Henry T. Shelton, Clerk; H. M. Harrington, Superintendent. The Hon. J. C. Loomis died September 16, 1877, and Mr. Julius S. Hanover, who was then Vice-President, was elected President of the Board, which place he held until 1891, or nearly fourteen years. Mr. Hanover then became agent of the Board, and was succeeded by P. W. Wren, who is President of the Board at the present time. Mr. H. M. Harrington was Superintendent from the formation of the Board until the year 1890, and to his industry, experience and tact was due very much of the success attending the establishment of the new system. He was succeeded by Dr.

Eugene Bouten, who remained until 1893, when he was succeeded by Charles W. Deane, the present incumbent.

Since the formation of the Board in 1876, the following persons have been members: James C. Loomis, Daniel H. Sterling, F. W. Zingsem, James Staples, A. H. Abernethy, Henry T. Shelton, Andrew Burke, Edward Sterling, Joseph D. Alvord, David Ginand, George W. Bacon, Julius S. Hanover, Edward W. Marsh, Daniel N. Morgan, David M. Read, Nathaniel Wheeler, Thomas J. Synnott, George C. Waldo, George N. French, Emory F. Strong, Peter W. Wren, Wm. B. Hincks, Frederick Hurd, Henry Cowd, Morris B. Beardsley, Marshall E. Morris, John H. Colgan, Thomas F. Martin, Wilfred E. Norton, Joel Farist, Frederick A. Rice, Charles F. Williams, Joseph J. Rose, Edward F. Hallen, Patrick Coughlin, George Watson, David F. Read, Frank Kinsley, Frank Miller, Henry C. Cogswell, John N. Near, John C. Shelton, Peter Gabriel, Frank M. Canfield, Elmer S. Youngs, Clarence N. Payne, George L. Porter and C. C. Godfrey.

SCHOOL BUILDINGS.

In the matter of school houses Bridgeport had little to pride herself upon up to 1883, at which time her new High School Building, on Congress street, was opened and occupied. This was a new departure in school construction, and while it was severely plain upon the outside, the committee not having any money to spend in ornamentation, its interior arrangement and its system of heating and ventilation were admirable, and became the subject of investigation by visitors from all parts of the country. It was a model for imitation, and the same general plan has been followed in most of the school buildings subsequently constructed by the city. The architect was Mr. Warren R. Briggs, of Bridgeport; the builder, Mr. George Turney, and the committee for the town and the Board of Education consisted of Julius S. Hanover, Nathaniel Wheeler, Edward W. Marsh and George C. Waldo.



Bridgeport High School, Congress Street.

There are very few school buildings in the country more thoroughly built, and although it has been in use for fifteen years, it is adequate to the demands of the present, and likely to be sufficient in accommodations for many years to come. Two modern school buildings for the lower grades were erected in 1883-84, one on Myrtle avenue and the other on North avenue, corner of Oak street.

A handsome and commodious Grammar School was erected in 1889-90, on Clinton avenue, at a cost of about \$60,000, and to this building the Training School, the local preparatory school for teachers, was removed, from the Prospect School Building in 1890.

In 1893-94 two more school buildings were built, one on Sanford avenue, known as the "Wheeler School," and the other on Maplewood avenue, to replace the Old South School on Iranistan avenue. Beside these a new school building was opened in the upper district of the east end, known as the Summerfield School, while the new and elegant Barnum School, East Bridgeport, on the Barnum grounds, was occupied. This building was designed and constructed by Longstaff & Hurd, architects and builders.

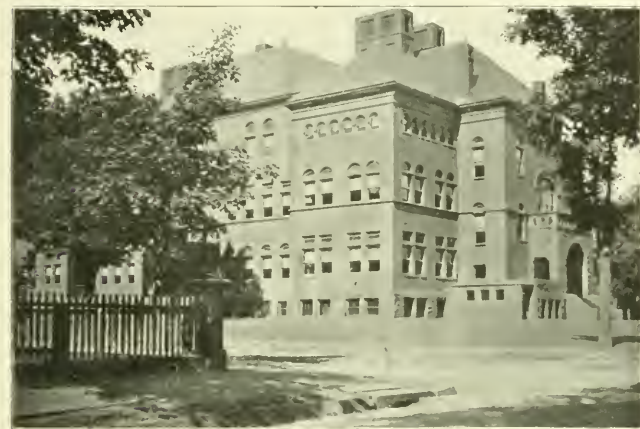
Bridgeport has still another new school building now under construction in the Newfield district, but so rapid is her growth in population, that President Wren declares in his last report (1896), that it will require a ten-room building to properly accommodate the annual increase.

In 1885 the Hon P. T. Barnum constituted a fund of \$1,000, the interest of which should be devoted annually to two prizes, to be given to the pupils of the High School, who should compose and recite the two best English orations.

Beside the regular day schools, in the winter Bridgeport has for many years supported evening schools of various grades, which have been well attended. An evening drawing school was for

several years very successful, great interest being taken by a large number of pupils, and excellent results attained. Mr. Julian H. Sterling taught the classes in this school, and the exhibitions of mechanical or free-hand work annually made were remarkable and justly commended.

Experts in their several departments have been and are employed by the Board of Education in the schools, and music has been an especially attractive feature of the curriculum. In 1872 Mr. Charles Wells was appointed special teacher of music, and for five years he devoted himself to the work to such purpose that much



The Barnum School, East Bridgeport.

progress was made, and the interest and ambition of the pupils greatly stimulated in that line. After consolidation the old methods were for a time abandoned, and the good work done by Mr. Wells was almost lost. For several years there was no special teacher in music, but the mistake was finally recognized, and Mr. F. E. Howard was appointed Superintendent of Musical Instruction. His thorough method and excellent system have produced very satisfactory results.

The teachers for the lower grades of the Bridgeport schools are drawn from the ranks of the High School graduates, those wishing to teach taking a post graduate course of two years in the Training School, from which they acquire a thorough acquaintance with the system in use, and with the theory and practice of teaching as here entertained and applied. The results have been eminently satisfactory, and amply vindicate the wisdom of the methods pursued. This system renders a state Normal School unnecessary, and keeps the control of the local schools in the hands of the local board, where it properly belongs. The corps of teachers numbers 172.

The total of school expenses for the year 1895-96 was \$153,756.00. Registered pupils during the year, 9,024. It is a fact that the average cost per pupil is smaller in Bridgeport than in any other large town in the state. The estimated value of school property, land, buildings, furniture, etc., is \$800,000.



West End School, Clinton Avenue.

PRIVATE SCHOOLS.

There were many private schools in Bridgeport from the time of its establishment as a borough. Prominent among these were schools managed by the Rev. Samuel Blatchford and the Rev. Elijah Waterman, of the First Congregational Church. There were schools also by the Rev. Birdsey G. Noble, Amos A. Pettingill, Mr. Abbott (in the basement of the South Church), Mr. Isaac H. Johnson, Mr. W. W. Selleck, Rev. Henry Jones, Rev. Guy B. Day, Mr. George W. Yates, Emory F. Strong, Esq. (commercial and military institute), and others.

The Young Ladies' seminaries were also numerous.

The first of these was kept by a Mrs. M. M. Mallapar, at the foot of Toilsome Hill, afterwards removed to 89 Courtland street. Miss Lydia R. Ward came from Salem, Massachusetts, in 1828, to improve the public (high) school, then on State street, but when the Second Congregational Church was built, Miss Ward, with her sister, Miss Sarah C. Ward, opened a select school there, and met with good success. Miss Ward had a genius for teaching, and made her mark in no unmistakable way upon the minds and manners of the young women of Bridgeport. The school was afterward removed to Lafayette street, where the Misses Ward purchased a fine lot and established a school that had a wide and deserved reputation for excellence, and was continued until 1876. Miss Emily Nelson conducted a select boarding and day school for young ladies, first at 23 Harrison street, and afterward at 107 Golden Hill. This school had a very successful career, but was discontinued in 1895.

The Hillside Seminary was another successful school for girls. It was established by Miss E. B. Whiting, in 1856, on Gilbert street, and afterward removed to the "Old Bostwick Place," on Washington avenue, Golden Hill. Miss Whiting married Mr. T. J. Rundel, and for three years the school was conducted by a Miss Wolcott. Mrs. Rundel subsequently returned, and became again principal of the school, remaining until 1876. After her, Miss A. J. Stone, Miss Cornelia Knowles (Mrs. Fitch) and Miss Slade (Mrs. W. R. Hopson) continued the school very successfully. In 1881 Mrs. Fitch removed to New York, and Miss Stone and Mrs. Slade-Hopson conducted the institution till it was closed in 1892.

The principal private schools of to-day are: The University School, V. C. Peck; The Park Avenue Institute, S. B. Jones; The Courtland School for Young Ladies, Misses Marble and Miner, and a number of business and commercial schools.

THE FREE PUBLIC LIBRARY.

The Free Public Library of Bridgeport is one of the most useful and best equipped for popular purposes in the state. The public appreciation of it is shown by the constantly increasing membership, and by the number of books given out for home reading and for reference and study every year. At the seventh annual banquet of the Bridgeport Board of Trade, held at the Atlantic Hotel, on Tuesday evening, February 28, 1882, during the speech making which followed the repast, the President, Hon. David M. Read, called upon the Hon. John D. Candee, editor of the *Standard*, to speak upon the Library.

Mr. Candee said: "Deeming the final establishment of our Free Public Library as among the most important events in the history of Bridgeport during the past year, I cheerfully speak of it. The first public library was started in Bridgeport sixty-two years ago, by Mr. S. M. Middlebrook, then a boy about eleven years old, who in 1820, by publishing several anonymous communications in the *Farmer*, caused the calling of a public meeting and the formation of a small library which was kept open for many years. Then there were formerly three secret societies in Yale College, each having a fine library. One of these was composed entirely of southern students, who so mismanaged their funds that their library was at last sold to pay its debts, and the citizens of Bridgeport, by liberal subscriptions, bought it for a public library. For more than twenty years this library struggled along with inadequate funds for its support and improvement, till, not long ago, it was compelled to close its doors. The legislature having recently passed a law permitting the establishment of Free Public Libraries, to be supported by a tax upon the poll list, Mr. Clarence Sterling, of this city, interested himself in obtaining the benefit of this enactment for Bridgeport, and by circulating petitions to the Common Council, he, more than anyone else, caused the movement which has resulted in giving us our present noble Free Library and Reading Room. About 1,500 new books have been added to the Library, which brings it up to nearly 12,000 volumes, of which an average of about 350 are drawn daily. The spacious Reading Room, which is supplied with about \$550 worth of papers, magazines and periodicals of special nature, receives about 500 visitors a day. Those who draw books are from every class in the community, old and young, and we deem it to be very useful, especially to the poor. Although it has been open only about two months, yet it has already taken so strong a hold upon the community that we can believe it will be liberally supported so long as the city exists."

At that time, 1882, the officers of the Library were as follows: Directors, David B. Lockwood,

John D. Candee, Patrick Coughlin, William B. Hincks, William J. Hills, Charles Sherwood, Gustave Ohnesorg, M. D.; President, William D. Bishop; Vice-President, John D. Candee; Secretary, Charles Sherwood; Treasurer, Wm. B. Hincks; Librarian, Mrs. Agnes Hills.

In November, 1882, the Directors determined to try the experiment of opening the reading room on Sunday in order that a class of citizens might be accommodated who were debarred by their daily labor on secular days from the use of the library. The experiment was a success from the beginning, and the Reading Room has been open to the public on Sunday ever since. The Sunday attendance for the year 1896 was over 10,000.

In January, 1883, by the death of Mrs. Catherine A. Pettingill, the trustees of the Bridgeport Public Library came into possession, as trustees for the city, of the property on the southwest corner of Main and John streets, known as the Burroughs Building, which was put into their hands by the will of Mrs. Pettingill, to be used for library purposes, and to be called the Burroughs Public Library Building. The building is a handsome four-story structure, with two fine stores on Main street, and a



BRIDGEPORT PUBLIC LIBRARY,

Art Gallery, West.

Main Street.

Art Gallery, East.

General Delivery Desk.

Catalogue Room.

wide hallway between. It was built by Abijah Burroughs, brother of Mrs. Pettingill. This building was immediately taken in hand by the trustees, and the necessary repairs and alterations made.

The new library building was opened to the public on June 11, 1888. The report of the Directors to His Honor, Mayor R. E. DeForest, made June 1, 1889, contains the following reference to the new quarters: "The Directors have much pleasure in reporting, after the practical test of eleven months' work, that the Burroughs Building is admirably adapted for library purposes. The arrangements have received the approval of many visiting librarians, and if the work could be done again, there would be little, if anything, to alter. * * * Its utility is shown by the fact that nearly half the works issued last year were of an educational character. Our need of books grows more imperative every year. In proportion, as we educate the people, we create new demands. The inhabitants of the recently annexed districts are eagerly availing themselves of library privileges, and next winter will undoubtedly see a great increase in our labors.

"It is a matter of congratulation that through the wise munificence of a noble woman, our city is sure of sufficient library accommodations for many years to come."

The progress of the institution since then has been constant and marked, and the place that it occupies in the life of the city is ever growing larger. The property is productive and is steadily paying off the debt contracted for its improvement, the library is increasing in value to all students and lovers of good literature, as well as to those who only read to be amused. The annual report for 1896 showed an addition of over 3,000 books and documents during the year, of which only about 530 were "light literature." The total of volumes in the library is 28,194, and there were given out for home use and for study and consultation during the year a total of 142,637 volumes.

A new departure in library work was made not long since by the Directors, in converting the large hall at the top of the building into an "art gallery and art department," and of that special branch of work the librarian speaks, in a recent article, as follows:

"Three years ago an art department was added to the institution, and since then a series of art exhibitions have been held every year under the direction of the art committee and Superintendent Hills. This has proved a formidable addition to the work of the library, involving, as it does, the planning of exhibitions months ahead of the actual time of opening, and the endless responsibilities of their care and arrangement. On the other hand, the exhibits have been exceedingly popular, and the patronage of them increases yearly. They have drawn into the library people whom books alone would never have attracted, and their influence is undoubtedly elevating. The library exhibitions seem to prove the truth of the old saying, that "pictures are the books of the unlearned." Children delight in them, and the hard-working people, too tired for reading or continuous study, often express their sense of the rest and refreshment they find in them. Some experiments have also been made in the direction of free lectures with gratifying success."

The Board of Directors is constituted as follows: President, Frederick Hurd; Vice-President, Wm. B. Hincks; Secretary, Charles Sherwood; Treasurer, W. J. Hills; Directors, the foregoing and W. J. Hills, Wm. D. Bishop, Jr., Morris B. Beardsley (appointed by Mayor Clark to fill the place made vacant by the death of Hon. D. B. Lockwood), George C. Waldo, Patrick Coughlin and Alfred B. Beers.

The library has been, and is, fortunate in its librarian, Mrs. Agnes Hills, whose qualifications for the place are admirable, and upon whose excellent management much of the success of the institution depends.



CHAPTER XVII.

BRIDGEPORT DURING THE WAR 1861-65.—HER SENTIMENTS SOLID AND HER SOLDIERS READY.—HER
EARLY ENLISTMENTS.—ELIAS HOWE, JR., A PRIVATE IN THE RANKS.—THE LADIES' AID SOCIETIES
NUMEROUS AND EFFECTIVE.—THE G. A. R. AND OTHER VETERAN ORGANIZATIONS.
—THE C. N. G.—BRIDGEPORT'S SHARE OF THE 4TH REGIMENT.

TO properly set forth the history of Bridgeport during the War of the Rebellion would require a volume by itself and a farther perspective than the present time affords. Its treatment now, must of necessity be very general. Bridgeport was loyal, although it contained elements in 1861 as



W. S. Knowlton, Esq. Cap^t Jas. E. Dunham,
Elias Howe, Jr.
Dr. H. N. Pennett. Hon. D. H. Sterling.

it did in 1876 and in 1812, hostile to the government and willing to embarrass or defeat it, in every manner possible and at every available time. But the City Government was in the hands of the Republican party, and at the head was Mayor Daniel H. Sterling, a man loyal, brave and capable.

who held the reins of the municipal government with firm and judicious hands throughout those trying days. At a meeting of the Common Council held on April 15, 1861, Councilman Wm. S. Knowlton introduced the following resolutions which were unanimously passed:

Whereas, Rebels and traitors have wickedly assaulted and fired upon the flag of our country thereby waging war against our Government and initiating strife, therefore

Resolved, That we solemnly renew our fealty to the Government under which we live, fully believing that it is the best that any people were ever favored with, and that we will use our influence to uphold the constituted authorities.

Resolved, That we earnestly invite our citizens to join hands with the Government in sustaining the Union, the Constitution and the enforcement of the laws, and that they frown upon every effort made to encourage disloyalty to our flag and country.

Resolved, That we have full confidence in the patriotism, integrity and ability of the President and the Cabinet; that we extend to them our hearty sympathy in the ordeal through which they are passing and that we pledge to them our united and earnest support in all their constitutional acts.

In commenting upon the condition of affairs, in his opening address at the same meeting, Mayor D. H. Sterling said: "I am happy to assure you that our city, notwithstanding the severe blow that has been dealt at her manufacturing, commercial and business interests, is still true to the Constitution and the Union. A strong determination pervades the minds of her citizens to uphold the Government at any cost and sacrifice." These noble words as well as the resolutions adopted, show the true feeling of the people.

Such was the position taken by Bridgeport at the beginning and firmly maintained until the end, and she poured forth of her blood and treasure in the cause of the Union in no stinted measure.

From the first public meeting on April 20, 1861, when the town voted \$10,000 to aid the families of volunteers and raised \$7,000 on the spot, through to the grand illumination in honor of the Fall of Richmond on April 10, 1865, there was no serious break in the succession of patriotic acts which answered fully to the demands of every occasion. Another great war meeting was held July 19, 1862, just after the defeat of McClellan, at which Mayor Sterling, Hon. Wm. D. Bishop, Hon. Russell Tomlinson, Elias Howe, the inventor, then a resident of Bridgeport, and Governor Buckingham were speakers. Mr. Howe enlisted that evening, in the Seventeenth Regiment, then forming, and his example was followed by crowds of young men whose enthusiasm was awakened by his action.

Bridgeport sent her full quota to the war and there were men of all ages and all walks in life among the volunteers. Boys enlisted and came back after the war with commissions and records for bravery, before they had reached twenty-one years of age. In the three months' campaign a company was raised by Capt. Fred'k Frye, and the following extract from the *Standard* of April 30, 1861, relates an interesting event in connection therewith:

"One of the most interesting occasions which we have ever known in Bridgeport, occurred last evening at Washington Hall. Company D, Third Regiment, Connecticut Volunteers, were marched into the crowded hall at 7½ o'clock, and a public presentation took place of the following articles from the ladies of Bridgeport. A sword and belt and pair of epaulets to Capt. Fred'k Frye, and Lieutenant's epaulets to the two Lieutenants of the Company, Sylvester H. Gray and Elliot M. Curtis; from Samuel Baldwin, Esq., a revolver to Capt. Frye. A revolver was also presented to Orderly Sergeant Doane and some other articles to other members of the Company. The presentation address was made by H. T. Blake, Esq., and Capt. Frye and his officers happily responded, after which Rev. Mr. Thompson addressed the Volunteers in some appropriate and eloquent remarks. Capt. Frye, who leaves a large and excellent law practice in this city, and a most interesting family, in order to serve his country, comes of a gallant and distinguished lineage, his ancestors for five generations back, having served as officers in the various wars of our country's history."

Seven companies were filled in part or whole, by Bridgeport men in the fall of 1861, and among their officers were Major L. N. Middlebrook, Captain Henry Beible, Captain Thos. Boudren, Captain Sylvester Gray, Lieut. H. M. Hoyt, Captain Thomas Coates, Captain Elliot M. Curtis, Major John Speidel, Col. Richard Fitzgibbons and Major Fred'k Frye.

In 1862 the Fourteenth Regiment went out, containing a Company from Bridgeport and under command of Col. Dwight Morris, of this city. Other members of the Fourteenth from Bridgeport

were Julius W. Knowlton, Alfred G. Mollan, Frederick B. Hawley, Franklin Bartlett, Russell Glen, Wm. B. Hincks, F. B. Doten, Francis A. King.

Then the Seventeenth Regiment was formed under Col. (afterwards General) Wm. H. Noble, Charles Walter, Lieut. Col., with a large number of Bridgeport men, among whom were: Hanford N. Hayes, Dr. Robert Hubbard, Elijah Gregory, Jesse S. Nash, W. H. Lacey, Wm. L. Hubbell, Henry North, Henry Huss, John C. Curtis, F. B. Hall, Elias Howe, Jr., John F. Clancy, George E. Underhill, James E. Dunham, H. Whiting Chatfield, Edgar Squires, John H. Porter, Charles McElroy and Patrick Wade, Jr.

The Second Conn. Light Battery, Captain John W. Sterling, was also recruited from Bridgeport.



A. C. Hobbs, Esq.
Hon. W. D. Bishop.
Hon. Patrick Coughlin.

Major Frederick Frye.
Gen. Wm. H. Noble.
Charles Foote, Esq.

Major Thomas Boudren.
Hon. Nathaniel Wheeler.
Alfred Hopkins.

Among its members were Walter S. Hotchkiss, Philip B. Segree, George Minger, D. B. Lockwood, Philo B. Sherman, Frank H. Whiting, Miles Gray, Justus B. Hawley, Henry R. Chaffee, Walter K. Mills, W. W. Narramore, George A. Stockwell, Wm. P. Burroughs, S. H. Middlebrook, Wm. R. Palmer and Sam B. Spinning.

The First Conn. Cavalry regiment contained L. N. Middlebrook, Richard R. Crawford, Frederick Curtiss, Henry I. Flint, Frank A. Wood, and William H. Mallory was Captain in the First Squadron.

In the Sixth Regiment among others were: Rudolph Kost, John Waters, George W. Bailey, Alfred B. Beers and Edward H. Lyon. Under the nine months call, in 1862, three companies were recruited in Bridgeport. Company D, Twenty-third Regiment, Captain C. W. Hall; Company I,

Twenty-third Regiment, Captain W. H. May, and Company K. Twenty-fourth Regiment, Lieutenant E. M. Goodwin. Among the members of Company D, and I. Twenty-third Regiment were John H. Cogswell, John G. Stevens, Charles E. Shelton, R. B. Fairchild, John W. Buckingham and Peter Doolan.

The tablets on the Soldiers' Monument at Seaside Park bear the names of 168 Bridgeport soldiers and sailors who died in the service during the war, killed on the field, of disease in the hospital, or of starvation in the prison pen.

THE LADIES' SOCIETIES.

The record of the Ladies' Societies of Bridgeport during the war is one worthy of mention and commendation.

The Ladies' Relief Society was formed August 1, 1861, and met every Wednesday for work, from that time on during the war. Mrs. Woolsey G. Sterling was President until she removed from the city, and then she was succeeded by Mrs. Daniel Thatcher. Other officers were: Miss Lydia R.



The Sanford Building
Main, corner of Cannon Street.

The Arcade—Interior.
The Armory—Main Street.

Ward, Secretary, and Miss Sarah Jane Hawley, Treasurer. While this Society collected and forwarded money and supplies, its chief function was in connection with the sanitary commission in supplying hospital clothing and stores. Beside this large numbers of boxes of provisions, mittens, stockings, etc., were forwarded to Connecticut regiments in the field.

The Soldiers' Aid Society was organized July 19, 1862, and its officers were: Mrs. D. H. Sterling, President; Mrs. Munson Hawley, Vice-President; Mrs. L. H. Norton, Secretary; Mrs. Wm. E. Seeley, Treasurer. This was a very large and active society and its work was very important. It forwarded to the front large numbers of boxes of goods, and in 1863, in response to an appeal for fresh vegetables for the soldiers, it received and forwarded several thousand barrels and boxes of the same to the seat of war, Mr. Henry R. Parrott, then agent for the Adams Express Company, taking charge of their carriage and delivery.

The third society of Bridgeport ladies was the League of Loyal Women of Bridgeport. This

was formed in 1863, with Mrs. S. S. Clapp, President, and Mrs. E. B. Whiting, Secretary. It had 129 members and its object was to encourage loyalty.

G. A. R.

Bridgeport has to-day a large and flourishing Grand Army Post, Elias Howe, Jr., No. 3, founded in 1867; the members of which embrace representatives from the Union Veterans of many states. It has quite a fund for the relief of sick and needy members, and it looks after the widows and dependent children of deceased veterans. Some of its members have been high up in the State and national organizations. The twenty-fifth anniversary of the institution of the order of the Grand Army of the Republic was celebrated April 6, 1891, at Bunnell's Opera House, under the management of Elias Howe, Jr., Post, and was a very successful affair.

There is also a Sons of Veterans Camp, Franklin Bartlett, No. 11, and Col. S. B. Sumner Command No. 2, Union Veterans Union. These organizations look well after the interest of the Veterans and keep fresh the patriotic lessons of the last war.

HONOR MEN.

Two Bridgeport veterans have received the medal voted by Congress for distinguished bravery on the field, and given out by the Secretary of War. They are Major Wm. B. Hincks and Lieutenant John C. Curtis.

CONNECTICUT NATIONAL GUARD.

Prior to the war of the rebellion Bridgeport had maintained her share of military organizations, from the train band of the old Stratfield days down through the period of the two wars with England. The "old militia" had degenerated at one time so as to be very near a farce, but there were, at the date of the last war, many excellent military companies in the State, and after the war Bridgeport's quota of the Connecticut National Guard, as then reorganized, was two companies, which, in 1870, were as follows: Company B., Capt. John S. Atkinson, and Company E. (East Bridgeport), Capt. Edward N. Goodwin.

Bridgeport has now three companies of the National Guard, Company B., Capt. Wm. Houlihan; Company E., Capt. John J. Glennon, and Company K., Capt. Frederick H. Masterson.

There is also Fourth Section Brigade Signal Corps, under Lieut. Edward S. Challenger; and Fourth Section Machine Gun Battery, under Lieut. Franklin S. Edwards.

These organizations are all in a most creditable condition. The militia of Bridgeport belongs to the Fourth Regiment C. N. G., which is located in Litchfield and Fairfield counties.

In 1890 Col. T. L. Watson, of Bridgeport, in command of the Fourth Regiment, was appointed General of the Connecticut National Guard, and held the position till May, 1892. General Watson was succeeded in the Fourth Regiment by Lieut. Col. Henry Skinner, of Winsted, who became Colonel on the 22d of March, 1890. On January 8, 1892, Captain Russell Frost was chosen Colonel of the Fourth, and held the command till appointed General of Brigade, in 1897, when he was succeeded in the regiment by Major James H. Sheridan, the present colonel, commanding.

On the staff of General Frost is Brigade Quarter Master Major Wm. H. Marigold, of Bridgeport.

Officers from Bridgeport on the staffs of Governors of Connecticut since 1889 have been: Col. Frank R. Parrott, aide on the staff of Governor Morgan G. Bulkeley, 1889; Brigadier General, Henry A. Bishop, Paymaster General to Governor Luzon B. Morris, 1893-95; Brigadier General William E. Disbrow, Quartermaster General to Governor Vincent O. Coffin, 1895-97; Brigadier General Louis N. Van Keuren, Quartermaster General to Governor Lorrin A. Cooke, present executive, 1897.

The Armory is located on Main street, is a very fine and commodious building, with space for battalion drills and separate rooms for each Company.



The Armory—Main Street Entrance.

CHAPTER XVIII.

THE BARNUM INSTITUTE.—HISTORICAL AND SCIENTIFIC SOCIETIES.—THE SEASIDE INSTITUTE.—YOUNG MEN'S CHRISTIAN ASSOCIATION, BOYS' CLUB, ORPHAN ASYLUM, ASSOCIATED AND OTHER CHARITIES, PUBLIC CHARITIES.—CEMETERIES.

THE BARNUM INSTITUTE.

THE Barnum Institute of Science and History is a notable building situated on the southeast corner of Main and Gilbert streets, and challenging attention by its prominent position and picturesque aspect. In 1888 the Hon. P. T. Barnum announced that he had given to the Bridgeport Scientific Society and the Fairfield Historical Society, the plot of land on the corner of Main and Gilbert streets, and that he would erect thereon a building that should be a home for them, an ornament to the city.



Circus Day in Bridgeport. "The Greatest on Earth."

and a monument to himself. This he did, and in December, 1892, his administrators made over to the societies named, including the Medical Society, which was designated a room in the building, the Barnum Institute of Science and History, which was opened and dedicated with appropriate ceremonies, on February 18, 1893. The first floor is occupied by the museum and collections of the Scientific Society; the second floor by the collections of the Historical Society and by the room of the Bridgeport Medical Society, and on the third or upper floor is the auditorium or lecture hall for the purposes of both organizations. So far as has been practicable the collections of both the Scientific and Historical Societies have been open to the public, and thousands of visitors from Bridgeport and abroad have been through the rooms. Since its opening the building has been in charge of a joint



The Barnum Institute of Science and History.



View in Museum of the Bridgeport Scientific Society.



Collection of the Historical Society.



Barnum Alcove. Historical Society Rooms.

committee of the two societies, consisting of Messrs. Isaac Holden and E. R. Lambert for the Scientific Society, and Edward Deacon and George C. Waldo for the Historical Society.

The Bridgeport Scientific Society was organized in 1877, and its Presidents have been Rev. Dr. H. N. Powers, Isaac Holden, Esq., Rev. Beverly E. Warner and Dr. C. C. Godfrey, present incumbent.

It has a large membership and does a commendable amount of work in the way of scientific investigation and instruction. It gives a course of lectures on scientific subjects every year that are well attended, and its classified collections are of great and growing value and interest.

The Fairfield County Historical Society was organized January 28, 1881. Its first officers were: President, R. B. Lacey; Vice-Presidents, Hon. W. T. Minor, Rev. Benjamin L. Swan, and Charles Burr Todd; Treasurer, Major Wm. B. Hincks; Recording Secretary, Dr. N. E. Wordin; Corresponding Secretary, Maj. L. N. Middlebrook. Mr. Lacey was President until his death in 1897, when he was succeeded by Curtis Thompson, Esq., the present incumbent. The Society has issued a number of papers and reports, and its collections and library are constantly increasing.



View in Historical Society's Rooms.

"Orcutt's History of Stratford and Bridgeport," issued in two volumes in 1887, was under the auspices, and with the assistance of the Society, and the author, Rev. Samuel Orcutt, was Secretary of the Society at the time he was killed by a railway train, near the Naugatuck dock in Bridgeport, January 15, 1893.

The Seaside Institute was erected in 1887 by the Warner Brothers, proprietors of the great corset factory, for the use of their employes. It affords to the young girls and women engaged in the factory the advantages and facilities of a well arranged club at very low prices. It has a restaurant, free reading room, library, bath rooms, public hall, and rooms for evening classes. It is a finely proportioned and elegant building of brick and stone, and cost about \$60,000.

THE Y. M. C. A.

The first effort for a Young Men's Christian Association in Bridgeport was made in 1868 with the following organization: Dabney Carr, President; Henry Stirling, Emory F. Strong and R. P. Chapman, Vice-Presidents; C. P. Porter, Treasurer, and Wm. F. Fosket, Secretary. After doing commendable work it was discontinued in 1872. The Young Men's Christian Association of Bridgeport was organized in June, 1883, and incorporated a year later. It employed Mr. Wm. E. Colley as general Secretary, and he began his work in 1883. The Association secured rooms and entered upon the regular work of such a body, making itself felt and respected from the first. The management was vigorous and efficient, and the results appealed to the discriminating public. The officers were: Dr. I. de Ver. Warner, President; D. W. Kissam, Daniel E. Marsh, Marshall E. Morris, Vice-Presidents; F. W. Marsh, Treasurer; Dr. W. H. Donaldson, Recording Secretary; W. E. Colley, General Secretary, and George Munger, Auditor.



Entrance to Seaside Institute.

The need of a building specially adapted to its work and adequate to the possibilities of the city was felt from the first, and the effort to secure it was constant. In October, 1888, the President, Dr. I. de Ver. Warner, placed at the disposal of the Society the lot of land on the northwest corner of Main and Gilbert streets, and on June 3, 1890, the corner stone of the present handsome and commodious building was laid, Chauncey M. Depew pronouncing the oration. Mr. W. R. Briggs was the architect, and the building is in every respect a most satisfactory home for the Association. It was opened and occupied in 1891. It cost about \$150,000.

The Association has a finely equipped and well managed Physical Department, a Trade School and Institute, which turns out excellent work, a Religious Department, Reading and Study Rooms, and, in short, all the equipments of a thoroughly effective organization.

BOYS' CLUB.

Along similar lines with the Y. M. C. A., but in a different field is "The Boys' Club," organized on a small scale about twelve years ago, but now with a membership of over 1,700 boys. The officers are: John C. Curtis, President; D. F. Hollister, Vice-President; Morris B. Beardsley, Second Vice-President; Orange Merwin, Secretary and Treasurer. This organization takes from the streets the boys who have few home comforts and advantages, and provides them with instruction, entertainment, and good surroundings and influences, free. Its work has been greatly prospered and it answers a want long unsupplied, but which bears a great influence upon the future character of the community. It has a fund gradually growing, with which it will hereafter build a home of its own, designed for its especial purposes. It is the most successful club of its character in the United States.

ORPHAN ASYLUM.

The Bridgeport Protestant Orphan Asylum, No. 119 Lafayette street, was organized December 11, 1867, and incorporated May 6, 1868. It has a building in which it finds comfortable but not

entirely adequate quarters, and it has a fund for a new building, to be erected in the future, upon Fairfield avenue in the Black Rock district. For years the late Miss Lydia R. Ward was President of the institution and her interest in and labor for it were constant. It has a corps of officers and managers comprising the most prominent ladies in Bridgeport, and its good work enlists the sympathies of all charitable persons in the community at large.

ASSOCIATED CHARITIES.

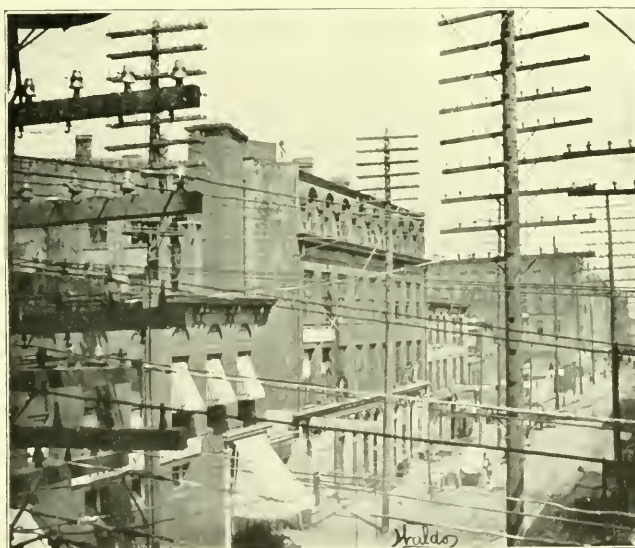
The Bridgeport Associated Charities for Industrial Relief is a society founded for the purpose of preventing the evils of indiscriminate alms giving, to examine into needy cases and furnish, where possible, the means of self-support, which are so much more beneficial than unearned relief. It has done a very large amount of good in the exposure of fraud and the assistance of the worthy and deserving, and it is greatly appreciated in the city.



The Seaside Institute.



Young Men's Christian Association Building



ELECTRICAL GROWTH.

What It Has Come To—1897.—Tangle of Poles and Wires, Fairfield Avenue, Looking up Middle St.



Rev. B. E. Warner, D. D.
Jacob Kiefer, Esq.
Capt. John C. Curtis.

General T. L. Watson.
Rev. H. N. Powers, D. D.
J. S. Hanover, Esq.

Isaac Holden, Esq.
Dr. F. M. Wilson.
A. J. Hobbs, Esq.

The Ladies' Charitable Society is what its name implies, and the extent of its work and influence is wide. It meets every week and its members are among the most active and influential ladies in the city.



Entrance to Mountain Grove Cemetery.

and the outside poor, aggregated in 1895-96 an expense to the city of \$37,500, or more than four times the entire cost of the City Government in 1857.

CEMETERY ASSOCIATIONS.

The Mountain Grove Cemetery, the most important in the city, was organized in 1849, and the grounds opened in 1850. The gateway to the grounds was built by the proceeds of a concert given by Miss Catharine Hayes, a noted singer, in 1852, while a guest of P. T. Barnum. In 1878 a fair held in the city netted the Association over \$11,000, which was used in improving the grounds. The present officers are: Dr. I. de V. Warner, President; F. J. Narramore, Secretary.

The Lake View Cemetery Association, Chas. N. Beecher, President; Secretary and Agent, W. C. Mead. This body was chartered in 1811 and its grounds are situated north of Old Mill Green. Its charter was amended in 1872, new grounds added, and it became a more important place.

The Protestant Widows' Society and Sterling Widows' Home provides a home with all its comforts to those admitted to its privileges. It has a large and pleasantly situated building on Prospect street, where there is seldom a vacant room, and where many worthy but dependent widows find comfort and provision for their declining years. It is an admirably managed institution, and its affairs are in the hands of charitable, self-sacrificing and efficient ladies.

Besides these associations there are: The Sanford Orphanage; The Woman's Auxiliary Y. M. C. A.; The Young Woman's Christian Association, and many other minor charities. Every church in Bridgeport has one or more charitable guilds or societies connected with it, and few cities of its size can boast of better organized or more effective charitable work.

CITY CHARITIES.

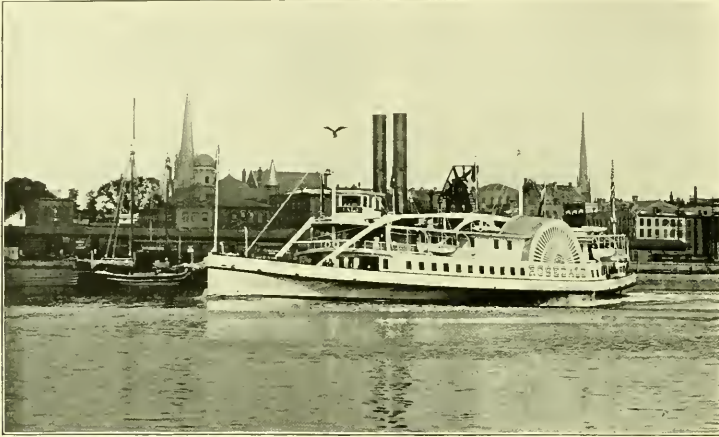
The city charities are in charge of the Board of Public Charities, a branch of the City Government. This work is done with discrimination and care, but the cost is considerable. The Emergency Hospital, The Town Farm, the Ambulance service



View on Cedar Creek, Mountain Grove Cemetery

The Park Cemetery Association was organized in 1878, and its grounds are located in the northern portion of the city on the west side of the river. Its President is B. H. Hull, and Secretary and Treasurer, J. W. Thompson.

St. Augustine's Cemetery, a Catholic burying place, is situated on Arctic street, corner of Helen.



Docks of the Bridgeport Steamboat Co.

CHAPTER XIX.

SOCIAL CLUBS AND FRATERNAL ORGANIZATIONS.—THE "OLD ECLECTIC."—THE SEASIDE.—THE ROOF TREE
AND THE ALGONQUIN CLUBS.—THE MASONIC ORDER.—THE ODD FELLOWS, KNIGHTS OF PYTHIAS
AND OTHERS.—BRIDGEPORT'S AMUSEMENTS AND THEATRES IN THE PAST.—SOME
MEMORABLE EVENTS.—THE BEGINNING OF ELECTRICAL USES.

SOCIAL CLUBS.

THE Eclectic Club was an organization for purely social purposes among the prominent young men of the town nearly thirty years ago. It was constituted in 1870, and first had rooms on the second floor of Wheeler's Building, on the corner of Fairfield avenue and Main street. It subsequently removed to the Curtis Building, corner of Main and Elm streets, and its last move was to the second story of what was then the Burroughs' Building, where it occupied nearly all the room on the second floor, which is now the location of the Bridgeport Public Library. As the club grew older it was joined by an older class of men, and at one time it had a large number of



Seaside Club.

the prominent men of the place on its membership roll. It was disbanded in 1890, paid all its debts and a dividend to its members, and left only pleasing recollections of its career behind. Among its Presidents were: George C. Waldo, Morris W. Seymour, Wm. H. Stevenson, R. T. Clark, George L. Porter and John E. Pond.

The Seaside Club was originally a driving club, and was organized in 1884 with E. R. Ives, President; E. G. Burnham, Francis Ives, Vice Presidents; Frank J. Narramore, Secretary, and Chas. F. Williams, Treasurer.

Later on it dropped its original driving character and became a social club for general purposes. It grew rapidly, and has been very popular. Its first rooms were at No. 344 Main street, where it occupied the second and third floors of the building. In 1888 it began looking for a location for a new club house, and finally purchased the lot on the southeast corner of State and Lafayette streets, upon which it proceeded to erect its present commodious and elegant structure. Being forced to leave its first rooms on Main street before the new club house was completed, the organization moved into rooms in Wheeler's Block, on Main street, and occupied them until its new building was opened September 19, 1891. This club has been managed along the lines of its original intention, and its membership has embraced very many of the prominent business and professional men of the city. It has a membership of about 400, and is in a sound and healthy financial condition. It affords its members both amusement and business facilities, and its exceptional character commends it to the support of discriminating men. Its Presidents have been: E. R. Ives, Nathaniel Wheeler, Frederick Hurd, F. M. Mason, George C. Waldo, Civilian Fones, Wm. E. Seeley, Henry Atwater, Wm. H. Kelsey, L. N. Van Keuren and David F. Read, the present incumbent.

The Seaside Outing Club is a sub-organization of the Seaside Club, with a pleasant summer house on Seaview avenue overlooking the water. It was organized in 1894, and is popular and well sustained. Its President is John A. Rusling; Vice-President, Edward S. Hotchkiss; Secretary, R. W. Cogswell, and Treasurer, Fred. Atwater.

The Roof Tree Club is a purely social organization on the east side. It was formed in November, 1891, and opened to its members January 4, 1892. Its rooms are at No. 197 Noble avenue, and its officers are: President, W. T. Howes; Vice-president, N. S. Warner; Secretary, E. H. Havens.



Fire Place in Parlor of Seaside Club.

The Algonquin Club was organized October 5, 1892, and its first and present rooms are in the Staples and Barnum Buildings (adjoining) on State street, where it has handsome and extensive quarters. It is run on full club principles with a cuisine and other club accommodations. It was limited in membership at first, but was popular and afterwards enlarged its number. It will have very fine rooms in the new Seeley Building, now being completed at the corner of State and Broad streets, where it will occupy as much floor space as any club in the state. Its Presidents have been Archibald McNeil, General Henry A. Bishop and Thomas P. Taylor, the present official.

THE COUNTRY CLUB.

The Country Club is an organization for the usual purposes of such clubs, and is located in Brooklawn Park, just west of Brooklawn avenue and across the Fairfield line. It is a popular institution, and has in its membership a large number of Bridgeport ladies and gentlemen. It provides the means of outdoor sport in golf links, baseball grounds, etc., and has buildings for receptions, dances, dinners, and the other accompaniments of such institutions. It is incorporated as "The Brooklawn Association of Fairfield," and its officers are: President, Wm. E. Seeley; Vice-President, Charles Sherwood; Treasurer, Herbert M. Knapp, and Secretary, Wm. T. Hincks.

FRATERNAL ORDERS.

The Masonic Order is a strong one in Bridgeport, and it is the oldest of the fraternal orders of the city. St. John's Lodge No. 3, Free and Accepted Masons, was founded in Stratfield in 1762. It was subsequently moved to Fairfield, but in 1789 it was finally removed to Bridgeport, where it met in the house of Daniel Young, southwest corner of Union and Water streets. During the excitement over the alleged abduction of Morgan (1831-32) feeling ran high against Free Masonry in Bridgeport as well as elsewhere. Various unfounded charges were made against it, and it was declared "injurious to morality and religion." The feeling against the order soon died out, however, and the progress of free masonry was afterward unchecked. In 1862 the centennial anniversary of St. John's Lodge was celebrated in the First Methodist Episcopal Church with appropriate ceremonies, and in Franklin Hall with a banquet.

The next Masonic organization in Bridgeport was Jerusalem Chapter No. 13, R. A. M., established October 21, 1813. Then came Jerusalem Council No. 16, R. and S. M., 1827; next, Hamilton Commandery No. 5, Knights Templar, 1855, and four other lodges and chapters in 1858. Corinthian Lodge No. 104 was chartered in 1868.



Entrance to Masonic Temple on Broad Street.

There are now eleven Masonic societies in the city. On September 25, 1894, the corner stone to a Masonic Temple of fine architecture and ample dimensions was laid on Broad street at the head of Bank, and in 1895 the building was dedicated to the uses of the order. It is one of the noble public structures of the city, and tells its own story of the character of the organization that caused its erection.

The Independent Order of Odd Fellows was established in Bridgeport on June 11, 1841, by the institution of Pequonock Lodge No. 4, two years after the introduction of the order into the State. This was followed twenty-six years later (1867) by the institution of Steuben Lodge No. 83. The order became flourishing and the character of its members was excellent. To-day there are fifteen lodges and associations of Odd Fellows in Bridgeport, and in point of membership it stands easily first of the fraternal organizations.

The parent lodge of the Knights of Pythias, Mythia Lodge No. 6 was established in 1867, and the order has taken a very firm hold upon the city. There are eleven lodges and associations connected with it, and its charitable and social work is extensive and increasing.

The Knights of Columbus have four Councils in Bridgeport; the Foresters of America twelve Courts and Circles; the United American Mechanics, seven societies, and the temperance organizations number twelve. The Improved Order of Red Men has two lodges.

There is a flourishing chapter of the Daughters of the American Revolution—The Mary Silliman branch of the Connecticut Society. It meets every month in the rooms of the Historical Society, Barnum Institute. The Sons of the American Revolution, General Gould Sellick Silliman, branch of the Connecticut Society, have a large organization, and the interest in the objects of the Society is great.

Taken altogether there are, including the great orders, Masonic, Odd Fellows, Knights of Pythias, Foresters, etc., about two hundred and fifty societies, clubs and associations in Bridgeport, and it is doubtful if any town of its size on earth has more. Adding to these the guilds, unions and other auxiliary societies connected with the churches, and also the more public charitable institutions and associations, and the number assumes truly formidable proportions.



Snow Arch after Blizzard of 1885.

AMUSEMENTS.

In the early days of the city the amusements of the people were the especial care of the City Fathers. There were no theatres and only an occasional "dramatic lyceum" exhibited in some hall, or an entirely "moral show" of the circus variety, pitched its tents just outside the precincts, or, for a consideration, was allowed in the city. The state law was strict in "the fifties," and required active supervision of such things by the city authorities. On April 14, 1851, the proprietor of the Stanley House, a hotel situated on the corner of Main street and South avenue, was permitted by the Council to "erect a bowling alley and billiard table on said premises, to be used solely for purposes of health and recreation." In September of the same year another billiard room was permitted, this time Hall & Hitchcock being the proprietors. Col. O. B. Ball, a member of the Council was one of the firm, and the billiard room was "to be used solely for health and recreation, and subject to the supervision of the Common Council." Mr. Franklin Sherwood gravely suggests that as the business of Hall & Hitchcock was the wholesale and retail liquor trade, it was "handy for the members of the Council to keep a supervision over it, and a number of them were in the habit of doing so." In 1852 Mr. E. W.

Fairchild, keeper of the Sterling House on Main street was allowed to erect a billiard table and nothing was said about "health and recreation" in the permission. Robinson & Elder's circus was licensed for two days (July 23-24) that year, for the payment of \$75 into the city treasury. This is said to have been the first circus exhibition ever given in the city. "The Greatest Show On Earth" had not then arrived.

The first theatrical performance, given every day for any considerable time, was by George H. Wyatt, who, on November 30, 1852, was allowed to exhibit his Dramatic Lyceum at Baylies' Hall on State street (now the Berkshire Flats) on paying \$10 to the city treasury for the first week and \$5 weekly thereafter. Mr. Wyatt must have made it pay, for on the 11th of the following April the Council voted that Mr. Wyatt might exhibit his Dramatic Lyceum for two weeks longer on the payment of \$25 per week to the city.

MODERN THEATRES.

Franklin Hall, on State street, was for years the largest and most convenient hall for public purposes in the city. It was the second building from the corner of Main street, on the north side of

State and south of the Court House lot. It was owned by Lewis C. Segee, and in 1869-70 Mr. Segee built an Opera House on the property south of the hall and on the corner of State and Main streets, where the old Franklin House had stood. The Opera House was opened in December, 1870, and for a number of years gave to Bridgeport excellent theatrical entertainments, with such representatives of the histrionic art as J. W. Wallack, Edwin Booth, Lawrence Barrett, Joseph Jefferson, Edwin Adams, John Brougham, Mr. and Mrs. Barney Williams, Laura Keane, Janauscheck, Maggie Mitchell, Madame Marie Seebach and Clara Louise Kellogg. In 1875 the property changed hands, and the Opera House and Franklin Hall were converted into office buildings.

In 1876-77 Mr. E. V. Hawes, a retired wholesale merchant, built on Fairfield avenue, next east of the Standard building, an Opera House which was opened to the public Monday, April 9, 1877. This was successfully managed for some years by Mr. John N. Near, and afterward by several others, including Mr. G. B.

Bunnell. It is still maintained and affords the public of Bridgeport a pleasant and comfortable place for theatrical performances, concerts, exhibitions and public meetings of every kind. It is well designed, finely fitted up, has a large and well appointed stage, and since it was opened, in 1877, has given to the people of Bridgeport the best theatrical attractions outside the great cities. In music and the drama have appeared there Theodore Thomas, Rubenstein, Von Bulow, Janauscheck, Joseph Jefferson, Frank Mayo, John McCullough, Denman Thompson, Mr. and Mrs. W. J. Florence, Fanny Davenport, John T. Raymond, Miss Clara Morris, Miss Mary Anderson, Sol. Smith Russell, Col. Cody (Buffalo Bill), Maud Granger, F. C. Bangs, F. S. Chanfrau, Robson and Crane, Lotta, Miss Emma Thursby, Rose Eytinge, Miss Emma Abbott, Mr. Gillette, Kate Claxton, M'le Rhea, and more recently all the leading lights of the American stage.

When P. T. Barnum built Recreation Hall on Main street, west side, below State, 1883, he left an admirable place for a theatre in the hall, gymnasium, skating rink, etc., and the building was subsequently changed over into a very attractive and comfortable theatre known as "The Auditorium," where performances are regularly given during the season.

There are numerous parks and pleasure grounds handy to the city, where, in the season, recreation



Fairfield Avenue. From Railroad Crossing—1876.

may be found. Pleasure Beach is one of these, and it can be reached by steamboat or ferry, at all hours of the day, and affords the usual entertainment of an up-to-date shore resort. A baseball park and cement bicycle track are among the attractions. Avon Park, on the line of the Stratford branch of the electric railroad, has also baseball grounds, a picnic grove, etc.

HOTELS.

Since the days of Nichols' tavern, where Washington was wont to refresh himself, and the later date of Knapp's Hotel, from the balcony of which General Lafayette greeted the people, the hotels in Bridgeport have been numerous. To-day they are: The Atlantic, on the corner of Fairfield avenue and Water street, where Col. T. B. Warren worthily succeeds Hale, Lamb and Poland, in keeping a most excellent house; The Windsor, corner of Fairfield avenue and Middle street; the Gaillard, on State street; the Wilson House, on John street; The Arlington, Golden Hill and others. For years the Sterling House, on Main street, and the City Hotel, on Wall street, were two of the principal hotels of the place. These have been discontinued many years and the property utilized for other business purposes.

THE HISTORIC OAK.

On a lot of land on Fairfield avenue, known for years as the "Burr Place," stood, probably for over 300 years, a sturdy oak tree. It was a large tree in 1660, when the parish of Stratfield was settled, and under it Colonel John Burr held a meeting and council of the Indians in 1681, when deeds were passed and the title to Indian Territory acquired. The land was held in the Burr family for many years, and the old oak was a picturesque and historic object, until, in 1884, when its remaining branches and decayed trunk yielded to the storm and it was overthrown.



THE BLIZZARD.

East Bridgeport after the Blizzard of 1888.

Among the events not soon to be forgotten by those who were in Bridgeport at the time, was the tremendous fall of snow in what is called "the blizzard of 1888." The storm raged through the 12th, 13th and 14th of March, and an amount of snow fell unparalleled in the history of the town. On the 16th of the month the first mail train reached Bridgeport from New York from early on the 12th, and surrounding towns were likewise cut off and buried for a time. Drifts were twenty-five and thirty feet deep in many places, and in the country districts some lives were lost.

SOME OCCASIONS.

Bridgeport celebrated the national centennial year, 1876, appropriately, and her own semi-centennial as a city, on July 3d and 4th, 1888, as more convenient than the real date, 1886. She has entertained several of the cruisers of the new navy at different times, and in September, 1891, had nearly all of the "White Squadron" in her waters, the officers of which were welcomed ashore in becoming style. She has a reputation for hospitality as well as for enterprise, and she maintains both in a reasonable and reputable way.

ELECTRICITY.

In the Bridgeport *Standard* of November 15, 1845, it is announced that "The Boston and New York Magnetic Telegraphic Co., will have a station in this city. The line is to be finished as soon as

practicable." On December 23d of that year "the posts have been set nearly as far as Springfield." On May 19, 1846, the *Standard* says: "The placing of the wires has been commenced in this vicinity. * * * * *

"The war news has been furnished with great rapidity notwithstanding the delay in crossing the Susquehannah, and the fact that the New York station must be kept in Jersey City. When means are found for crossing the rivers * * * a message can, if necessary, be sent from Washington to Portland, Me., or to Buffalo, and an answer returned in twenty minutes. * * * 1,500 miles or so in twenty minutes is a very fair speed."



Streets of Bridgeport After the Blizzard, 1888.

In October of that year the *Standard* speaks of a severe storm in which "the tall telegraph pole at the bridge was taken down bodily and fell upon the factory of Messrs. Harrall & Calhoun, breaking in the roof and knocking off two of the chimneys. * * *

The top mast of the pole at Washington Bridge was also carried away. These disasters will of course put an end to telegraph operations for some time."

This reads strangely now, in the light of recent invention and discovery, but thus was brought to public notice about fifty years ago, almost contemporaneously with the railroad, a force that was in the future to work miracles for even a wonder-working age, and in the very field of steam's highest achievement, to surpass it in the annihilation of time and space.





STANDARD BUILDING.

CHAPTER XX.

THE STANDARD.

IN the year 1830 Mr. Edmund Fanton started a weekly paper in the then flourishing town of Bridgeport, under the name of *The Bridgeport Republican*. It was in the days of Bridgeport's early prosperity during the old turnpike era, when the "Port and Borough of Bridgeport" was the distributing center for the produce of the rich interior towns, ten years before the opening of the first railroad. The newspaper venture of Mr. Fanton lasted for nearly a decade, but in 1839 he sold out his plant to Mr. A. A. Pettingill, who changed the name of the paper to *The Republican Standard*, and continued it as a weekly, he being editor, proprietor and publisher. In the spring of 1848 Mr. Julius S. Hanover was taken into the business, and the paper was published by the firm of Pettingill & Hanover till the year 1863. It prospered under the management of the firm, and in 1853 a tri-weekly edition was published, followed in 1854 by a daily edition. In 1863 Mr. John D. Candee, of New Haven, purchased the plant and paper, and conducted it for a few years as editor and proprietor, and then on January 1, 1867, "The Standard Association" was organized, with a capital stock of \$30,000, which has since been largely increased. The office of publication was at that time on Water street, at the foot of Bank street, and there it continued until 1870, when increasing business necessitated larger accommodations, and the present handsome brick building, on the corner of Fairfield avenue and Middle street, was erected. The Standard Association was organized (1867), with John D. Candee, President; J. W. Knowlton, Secretary and Treasurer. Mr. Knowlton was also business manager for about ten years. Mr. Candee was editor-in-chief, Major L. N. Middlebrook, associate editor, and Mr. B. F. Ashley, city editor and reporter. In 1867 Mr. Ashley was succeeded by Mr. George C. Waldo, who, two years later, acquired a part of the interest of Major Middlebrook, and became associate editor, a position which he occupied until the death of Mr. Candee, in 1888, when he became editor-in-chief.

Mr. Waldo was succeeded as city editor by Mr. S. O. Canfield, who subsequently became business manager, and was followed as city editor by Mr. Alexander Wheeler, who in turn also became



business manager, Mr. L. C. Prindle succeeding him as city editor. Mr. Prindle was followed by Mr. F. C. Smith, and he by Mr. Frank W. Bolande and Mr. A. B. Underwood, and the latter by Mr. Henry E. Shannon, the present city editor. Mr. Alexander Wheeler was business manager until his death in 1887, when he was succeeded by Wm. H. Parrott, who died in 1891, and was followed by Mr. S. O. Canfield, and he in 1893 by Mr. Frederick H. Stevens, the present business manager. The job department has been conducted by Mr. Patrick Wade for about twenty-five years. From its comparatively small beginning in 1863, the *Standard* has grown with the increase of the city, and its daily and weekly editions have a wide circulation and a very excellent patronage. Under Mr. Candee the tone of the paper was always high, its political principles loyally Republican, and its hold upon the best portion of the community strong and firmly maintained. It seeks to be reliable rather than sensational, to further the best interests of the public, to maintain law, order and morality, and to

secure by merit the respect and support of the people. It is the leading Republican and family journal in Western Connecticut, and has always been a power for good in the community.

The *Standard* was issued as a four-page paper till 1890, when the present eight-page form, now almost universal, was adopted. Its facilities are excellent, and its enterprise and reliability proverbial. The officers of the Association at present are: President, George C. Waldo; Vice-President, A. B. Beers; Secretary and Treasurer, Frederick H. Stevens; Directors, the preceding, with Charles Sherwood and Patrick Wade. The editorial corps consists of George C. Waldo, editor-in-chief; W. G. Taylor, telegraph editor; Henry E. Shannon, city editor, and Albert E. Lavery, W. H. Doyle and Selden C. Waldo, reporters. Frederick H. Stevens is business manager and Robert B. French, accountant; Patrick Wade, manager of the mechanical and job department, and E. W. Challenger, foreman of the composing room.

JOHN DUTTON CANDEE was born June 12, 1819, in the town of Pompey, Onondaga County, New York. His parents were Benjamin Candee and Almira (Dutton) Candee, both of Oxford, Conn. He had three sisters and one

brother older than himself, and one sister younger. His paternal ancestors were a frugal, industrious, hospitable, common-sense, "well-to-do" race. On the maternal side they were devoted to learning, music, intellectual and moral and religious pursuits, indifferent to money (if not improvident), kind and sympathetic. He was descended from the earliest settlers of New England. On the paternal side, he was of Huguenot descent, the Candees coming from the French *coude*, and on the maternal side, from an old English family, the Duttons having been known in England for about a thousand years past, and some of them were intimate friends and associates of Oliver Cromwell. His prominent characteristics were derived from each of his parents. He loved learning, delighted in hospitality, was frugal and industrious, benevolent, religious, full of public spirit, and midway between acquisitiveness and improvidence. He often said that the greatest pleasure he ever derived

Republican Standard.





Hon. John Dutton Candee



George Curtis Waldo.

from money was when he gave it away, and there was nothing in his life at which he felt so much like complaining as the fact that he was not provided with money enough to gratify this inclination in a large way. His parents moved from Pompey back to Connecticut about 1825. His father having taken some contracts on the Farmington canal, the family resided in that town about one year, when they removed to Cheshire, where his father died, leaving a widow with six children, from six weeks to fifteen years old, without any means of support. His mother moved to New Haven, and being a woman of great firmness, of wonderful endurance, of uncommon intellect and devotion to her family, she struggled with almost superhuman efforts to maintain her large family, by her personal labor in a strange city, without friends or acquaintances, there or elsewhere, who were able to alleviate her toil. The terrible struggle for existence which he witnessed in those years of suffering produced upon his mind a deep and abiding impression, and gave him some idea of the wonderful power, resources, devotion and self sacrifice of which women are capable, and made him through life a friend of the widow and the fatherless in their need. When nine and a half years old he walked to Oxford to live on a farm with his great uncle, Captain Job Candee, and he always regarded his three years' residence on the farm as exceedingly beneficial to him, in the observations he made in the lives and conversation of that shrewd, common-sense class of men—the farmers. Captain Candee was a soldier in the Revolution, and from listening to his stories of the war, he caught those sentiments of patriotism which controlled all his subsequent conduct in public matters. When about ten years old, he learned something about the institution of slavery, and he instinctively felt the supreme wrong of such a system so strongly that he was ever afterward an abolitionist, and was always ready to do all in his power for the emancipation of slaves, wherever they were held in bondage.

When thirteen years old, he went to work in a printing office as a "roller boy," and continued to labor at that trade in different offices for ten years, until he fully mastered every department of that art. He became strongly attached to the trade, chiefly because he regarded it as the greatest of all influences ever exerted for the improvement of mankind, religion only excepted. He was always proud of having been a practical printer.

Being fond of reading and study, and living in New Haven, where Yale College was constantly before his eyes and in his thoughts, it was natural that he should earnestly desire to go through that University, and though without means, he finally decided to make the attempt. He had studied Latin a little, while at work in the printing office, and with this start went to the Academy, in Hamilton, Madison County, New York, and was able to prepare for admission to college in one year. He entered Madison University in the fall of 1842; he remained there two terms, and in the following spring left that University and joined the Freshmen class in Yale, graduating in 1847. The next two years he spent in Yale Law School, under the tuition of Governors Bissell and Dutton. After graduation he went to Iowa in the fall of 1849, intending to practice law in that state, but returned to New Haven in 1850 without having opened an office.

For the five following years he was the prosecuting grand juror of New Haven, and it fell to his lot to enforce the Maine law, which he did with complete success. After that, for seven years, he practiced law in New Haven, being city attorney for two of those years. He was always harassed with an uncontrollable diffidence, which he hoped to master in course of time, but after having been at the bar for twelve years, and finding that this feeling had been enormously increased instead of diminished, he determined to quit a profession in which that peculiarity made him miserable, although he had received a satisfactory income. In looking for some other business, he finally decided to become an editor, and with that in view he edited the *New Haven Journal and Courier* for three months, during the absence of the editor in the fall of 1862. Finding that profession congenial to his tastes, he subsequently purchased a two-thirds interest in the *Bridgeport Standard*, and entered upon his new duties, September 12, 1863. On the 29th of October following, he married Miss Sallie Bryant Smith, daughter of Rev. S. F. Smith, D.D., of Newton Centre, Mass. Three daughters blessed this union, which proved to be very loving and happy.

When Mr. Candee assumed control of the *Standard* he adopted certain rules to be followed in its conduct, to which he strenuously adhered. The first was to admit nothing to its columns which would have an irreligious or immoral tendency. Also to avoid those personalities in journalism which are so unfortunately common. Very soon after coming here, he called upon Mr. Pomroy, the editor of the *Farmer*, and they both agreed to avoid all unpleasant allusions in their respective journals,

and though there were subsequently thousands of attacks made upon him in that and other papers, many of them doing him the grossest injustice, yet he very rarely, if ever, replied to any of them. His motto was: "If my daily life does not vindicate me, in the community, my paper shall not." He considered that space in any newspaper was much better filled with the current news of the day than in personal vindication of the editor, and acted accordingly. He determined to be just in all things, toward all men, and not allow personal dislikes to affect anything published in the *Standard*, and often refrained from printing criticisms upon the conduct of those who had done their utmost to injure him lest personal feeling might lead him into great severity. He merely, in such cases, dropped their acquaintance, spoke favorably of them in the paper whenever there was any occasion for favorable notice, and very rarely, if ever, criticised their conduct. He desired to be just towards all men, and if he ever swerved from that rule, to err on the side of mercy, not severity. There may be some to whom the above will explain the reason why they did not find articles in the *Standard*, which would have been unpleasant reading to them. But while he could thus forbear towards those who sought to injure himself, he had no such tenderness for persons or parties who sought to prey upon or corrupt the public, and he never hesitated to hold them up in the severest terms.

In political questions he always took the deepest interest, and it was purely disinterested. He never sought offices of profit or honor but once, and at one time refused to take a very lucrative official position (which was said to be worth \$8,000 a year), which he was strongly urged to accept, "because," he said, "I would not have it even seem to any one that my political work is done for any personal advantage." More than this, in times of very important national elections, as in 1856, he repeatedly said he would give his life for the cause, if by so doing he assured its success.

His mind was early directed towards the subject of religion, and he became a member of the First Baptist Church, in New Haven, in 1835, in his sixteenth year. Though firmly believing that that church was nearer to the Apostolic Church than any other in its doctrines and ordinances, yet he always held the other Protestant churches in the highest esteem, as they all hold in common the great fundamental doctrine of Christianity, and his advice to others was, "Join that church in which you can make the greatest religious and moral progress." In morals his strongest characteristic was honesty in all things. He never claimed credit for this, because it was his nature, and he could not be otherwise. He never consciously wronged a human being out of a penny; he even refused to make what is called "good bargains," that is, to get more for one's money than the money is worth, but used always to say, "charge me for this what it is worth, with a fair profit; that is the way I wish others to trade with me, and so I wish to trade with others." He strove to be as honest in his judgments of others in his words concerning them and in all things else, as he was in his business dealings. He never loved money well enough to be even willing to gain a single cent by any means whatever, which he was not willing the whole world should know. He adhered to the Republican party devotedly, because he firmly believed it worked solely for the best good of mankind, and is the purest political party that ever existed. He was enthusiastically devoted to the cause of human liberty, and did all in his power to help it along among all nations, regardless of race, color or religion, and was impatient of those shams, by which kingcraft, priestcraft, or any other craft restricted the political or religious liberty of mankind. He thoroughly believed in the vast importance of universal education, the higher the better, and favored the public expenditure of any amount of money requisite to bring educational advantages within the reach of all.

In business matters his motto was, "Live and let live," being fully as willing to give fair prices to others as to receive them for himself, thinking that all will prosper much better, if a fair field is given to each, than they can when one preys upon another. Towards his workmen he always held the kindest feeling and gladly paid them the best prices. Having been a workingman himself, he knew their toil, their privations and the difficulties which surrounded them, and therefore he was their sympathizing friend, and glad to aid them in any way possible. In his editorial career he always felt exceedingly cramped for space, which prevented him from realizing his own ideal in a newspaper; nevertheless, he had the pleasure of suggesting and advocating many public improvements which were adopted by the city, many projects of law which were enacted by the state or by the United States, and many ideas on various subjects which were adopted by the public. He felt gratified with his nomination by the Republicans of the state for Lieutenant-Governor in 1882, as he regarded that honor as a mark of approval of his political labors by his party, and the satisfaction



Patrick Wade.



Frederick H. Stevens.

which that feeling gave them greatly overbalanced any disappointment felt at the polls. Under Mr. Candee's direction the *Standard* took and maintained a high place as a reliable, clean and honorable journal. After the election of 1882, Mr. Candee continued his management of the *Standard*, but gave up active participation in its editorial conduct in 1887, owing to ill health. He remained the President of the Association, however, until the time of his death, in 1888, and took part in the meetings of the directors to the last. Under his management the paper grew to be a very successful and very influential institution, and while conservative and prudent, he was quick to see and adopt a real improvement in any department of his business. In the Council and on the Board of Directors of the Public Library, he served the city and the interests of the public, faithfully and well. He was especially interested in the development and success of the Library, and was President of the Board of Directors at the time of his death.

GEORGE CURTIS WALDO was born in Lynn, Mass., March 20, 1837, and is the eldest son of the late Rev. J. C. Waldo, of New London, Conn. Deacon Cornelius Waldo was the first of the name to come to this country, and he emigrated from England in 1654, and settled in Massachusetts, and from him all branches of the Waldo family in this country have sprung. The ancestry of Dr. Cornelius goes back to Thomas Waldo, brother of Peter Waldo, founder of the Waldenses, 1170. On his mother's side Mr. Waldo is from the old Huguenot family, Ballou, his mother being Elmina, daughter of the late Rev. Hosea Ballou, of Boston, and cousin of Eliza Ballou, mother of James A. Garfield. Mr. Waldo was graduated at Tufts College, Massachusetts, in 1860; studied law in the office of the Hon. A. C. Lippitt, in New London, Conn., and from that office enlisted with Mr. T. M. Waller, in the first company that went from New London, in the campaign of 1861. Having served through the campaign, Mr. Waldo, on account of impaired health, abandoned the study of law and engaged in active business, and in 1867 became connected with *The Bridgeport Standard* as city editor and local reporter. Two years later he became associate editor, under the late John D. Candee, and retained that position until the death of Mr. Candee in 1888, when he was made editor-in-chief, which position he still holds. Mr. Waldo has been connected with the *Standard* for over thirty years. In 1874 he married, in New Orleans, Annie, daughter of Major Frederick Frye, formerly of Bridgeport, and their children are, Selden Connor, Rosalie Hillman, Maturin Ballou and George Curtis, Jr. Mrs. Waldo is great-great-granddaughter of Colonel James Frye, of Andover, Mass., who commanded a regiment at Bunker Hill. Mr. Waldo has been for nearly twenty years a member of the vestry of Christ Episcopal Church, and was for four years its junior Warden. He was with the late Rev. Dr. H. N. Powers, one of the founders of the Bridgeport Scientific Society, and for five years its Secretary, and he is Vice-President of the Fairfield County Historical Society. He was for five years a member of the Bridgeport Board of Education, for two years Chairman of the Committee on Schools, and was one of the Committee for the Town and the School Board, which built the High School Building on Congress street. He was first President of the old Eclectic Club, was for three years Vice-President, and two years President of the Seaside Club, is a member of the Grand Army of the Republic, a member of the Army and Navy Club of Connecticut, and of a number of fraternal organizations. He is a member of the Phi Beta Kappa Society, (Delta Chapter of Massachusetts), and has been one of the Shell Fish Commissioners of the State of Connecticut for eight years, and for four years Chairman of the Board. He is a Republican in politics, and has been for several years an officer of the Republican Club of Bridgeport. In 1887 Mr. Waldo was appointed Commissary General of the State, on the staff of Governor Lounsbury, but for business reasons was compelled to decline the position.

FREDERICK HOLLISTER STEVENS.—The Stevens family is an old one, and of English origin. Seven brothers of that name are said to have left England about the year 1638, for reasons that were disapproved by the crown, and their property was confiscated. The amount lost was large, and several unsuccessful attempts to recover all or a portion of it have since been made. A place in London is still known as "Stevens Square." John Stevens, of Newbury, Mass., was one of the seven brothers, and he was the grandfather of the Rev. Timothy Stevens, of Glastonbury, first minister of the Church of Christ in that town. Timothy Stevens was born in Roxbury, Mass., January 28, 1666. He graduated at Harvard in 1687, and moved to Glastonbury in 1692. He was called to the Church of Christ in Glastonbury in that year, and was ordained at the completion of the church in the follow-

ing year, 1693. He was a man of more than ordinary ability, and was pastor in Glastonbury until 1726, when he died. Frederick Hollister Stevens, the subject of this sketch, is a lineal descendant of the Rev. Timothy Stevens. He was born in Meriden, October 19, 1856, and is the son of the late Joseph Hollister and Laura E. Post Stevens. Another ancestor of Mr. Stevens, was Lieutenant John Hollister, who was born in England in 1612, and came to this country in 1642. He settled finally in Glastonbury, and lived in the old Hollister homestead, which is still standing, and is the oldest frame house in Connecticut. It was occupied, until recently, by members of the Hollister family. Mr. Frederick Hollister Stevens, though born in Meriden, is thus of Glastonbury stock. He was educated in the public schools of Meriden, and moved with his family to Hartford in 1873. At the age of seventeen he entered the large wholesale and retail dry goods house of Brown, Thomson & Co., of Hartford, as assistant cashier, and in five years worked his way to the highest position in the financial department of the business. He remained twelve years with this firm, and then entered the First National Bank of Hartford, intending to make banking his business, but in 1893 he was induced to leave Hartford and take charge of the business department of the Standard Association, becoming Secretary, Treasurer and Business Manager of that corporation at that time, which position he still holds. On October 4, 1892, Mr. Stevens married Almira Louise, eldest daughter of the late Hon. John D. Candee, of Bridgeport, and granddaughter of the Rev. Dr. S. F. Smith, author of "America." Mr. Stevens is a veteran of Company K, First Regiment, C. N. G., of Hartford, a member of the Connecticut branch, Sons of the American Revolution, a member of the Seaside Club, of Bridgeport, and also of a number of other social and fraternal organizations.



The *Standard's* Veteran,
George R. Stowell.

GEORGE R. STOWELL, the veteran compositor on the *Standard*, was born in the town of Guilford, Conn., in 1827. He learned his trade, as a printer, in Norwich, and after that worked for two years on the New Haven *Palladium*. In September, 1849 he came to Bridgeport and went to work as a compositor on the *Standard*, and has been so employed ever since, and will complete his forty-eighth year of continuous type-setting on this paper, in September next, (1897). Mr. Stowell is a good citizen, a man of excellent character, and one who enjoys the respect of a large circle of friends.

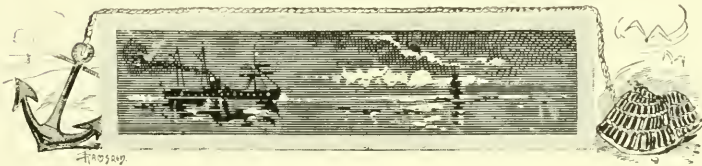
PATRICK WADE, the subject of this brief sketch, is one of the best known residents of the city. He was born in Douras, County Galway, Ireland, March 18, 1844, and came to Bridgeport with his parents in November, 1849. He received his early education in the local public schools. In 1856 he began his career on a farm just outside the city, but the mechanical genius inborn with him, craved for an opportunity, and he was not satisfied with his agricultural labors. So in 1858 he returned to this city and became an apprentice boy in the mechanical department of the *Farmer* office. He remained there, solving the mysteries of the printing art, until 1862.

It was in 1862, at the age of seventeen years, he enlisted in Company K, 17th Connecticut Volunteers, and in this company he served until the close of the war. At the Battle of Chancellorsville he was promoted to Corporal for good behavior in action. At the Battle of Gettysburg, he was made Sergeant for meritorious conduct. He was second in command of a squad of twelve men, who recaptured the town of Gettysburg, on the morning of July 4, 1863, and furnished the waiting army with the news that Lee had retreated, and the battle was won. The squad of twelve captured forty-six prisoners.

Upon Mr. Wade's return from the war he came to the *Standard* office, August 23, 1865, and he has been one of the main supports of the Standard Association ever since. He has long been a Stockholder, a Director and the Superintendent of the mechanical department. To his excellent judgment has been due in a large measure the *Standard's* steady and prosperous growth. His ambition has always been to make the *Standard* one of the cleanest, handsomest and best journals in Connecticut, and

certainly much of its success has been due to his zeal and ability. He is familiar with every detail of the printing business, and his practical knowledge has been invaluable to the publication in which he has always taken so much pride.

Mr. Wade has repeatedly declined public office, although his worth was known and appreciated by the Republican party, whose cause he has ever loyally supported. During the administration of Governor P. C. Lounsbury, Mr. Wade was offered the position of Quarter-Master General of Connecticut, but he declined the honor. The cause of the old soldier, however, has always been dear to him, and through his efforts, two handsome monuments have been erected on the battle field of Gettysburg. Mr. Wade has been Treasurer of the 17th Regiment Association for the last fifteen years. He is also a member of the Sacred Heart R. C. Church, the Army and Navy Club, and the Elias Howe, Jr., Post, No. 3, G. A. R. He is a gentleman of unswerving integrity, loyal to his friends and respected by all who have ever known him.



CHAPTER XXI.

BIOGRAPHY.—LEGAL PROFESSION.

HON. ALFRED BISHOP BEERS was born at New Rochelle, N. Y., April 23, 1845, and is the son of Alfred Beers, who was identified with the Naugatuck Railroad from 1851 to 1886. The ancestry of Mr. Beers upon the male side of the line is traced back to the Beers family of Gravesend and Dartford, Kent County, England. The more immediate ancestor was James Beers, of Gravesend, Kent County, England, who died in 1635, leaving two sons, James and Anthony, who emigrated

shortly after to Watertown, Mass., and removed from there to Fairfield, Conn., in 1659. Anthony was a mariner and was lost at sea in 1676, leaving a son Ephraim, who was born in 1648, and died leaving a son Ephraim, who died in 1759, leaving a son Daniel, who was born 1745, who removed to Ridgefield, Conn., and served in the Continental Army and was present at the attack on Danbury, and engagement at Ridgefield by Tyron, in 1777, and died 1820. He left a son Edmund, born 1768, who died 1843, leaving a son Jonathan, born 1789, who settled at Vista, Westchester Co., N. Y., and died in 1868, and who was grandfather of the subject of this sketch. His mother's maiden name was Mary E. Bishop, her father being Leander Bishop, of Stamford, Conn., who was a brother of Alfred Bishop, late of Bridgeport, Conn., now deceased, a well-known contractor and builder of railroads, especially of the Naugatuck Railroad; their father was William Bishop, of Stamford, Conn., who was a descendent of John Bishop, one of the first ministers to Stamford, Conn. His grandmother was a descendent of Dr. Charles McDonald, a Scotchman by birth, who came to this country shortly before the Revolutionary War, and upon the breaking out of hostilities, enlisted in the Continental army and served during the entire war, participating in the capture of Fort Ticonderoga,



Hon. Alfred B. Beers.

and also in the battle of White Plains, N. Y., in 1776, where he distinguished himself by his bravery. After the close of the war he entered the medical profession and practiced successfully at Port Chester, N. Y., until his death, which occurred about 1842.

Alfred B. Beers removed to Bridgeport in 1851, and was educated in the public schools of that city. He enlisted September 5, 1861, for a term of three years as private in Company I, Sixth Connecticut Volunteers. This regiment was attached to the Tenth Army Corps, and participated in

the bombardment of Hilton Head, S. C., battle of Pocotaligo, S. C., (he was honorably mentioned in the report of the General commanding, for bravery and meritorious conduct in that engagement), also in the siege of Fort Pulaski, Ga., actions at James Island, S. C., Morris Island, siege and assault on Fort Wagner, and siege of Charleston, S. C.; re-enlisted as a veteran volunteer in same regiment and was engaged in the campaign of 1864 against Richmond, siege of Petersburg, Va., engagements at Deep Bottom, Deep Run, where he was wounded, Chapin's Farm, and Laurel Hill, on the north side of the James river in 1864; he was promoted from First Sergeant of Company I, to Captain of Company B, in same regiment, and was engaged in the bombardment, charge, and capture of Fort Fisher, N. C., under General Terry, January, 1865, and advance upon Goldsboro, N. C., April, 1865, and was discharged from the service at New Haven, Conn., August 21, 1865, being then about twenty years of age. He then engaged in general business and in study until 1867, when he commenced the study of law, and was admitted to the Fairfield County Bar in 1871. In 1872 he was Clerk of the City Court, in 1875 Assistant City Attorney. In 1877 he was elected by the Legislature, Judge of the City Court of the City of Bridgeport and was re-elected continuously until 1893, when he declined a re-election.

As a Judge he discharged the duties of his position with marked fidelity and inflexible honesty, holding the scales of justice evenly balanced, and rendering his decisions unmoved by sympathy and unswayed by clamor. He has been prominently connected with the Grand Army since its organization, and was Commander of Elias Howe, Jr., Post, No. 3, G. A. R., located at Bridgeport, also Commander of the Department of Connecticut, G. A. R., in 1880-81, and is a member of the New York Commandery of the Loyal Legion. He is a member of the Soldiers' Hospital Board of the State of Connecticut, a position he has occupied for twelve years, and is Chairman of the Executive Committee, and has spent a large amount of time in the last ten years in assisting to perfect that admirable institution, Fitch's Home for the Soldiers, and the Connecticut Soldiers' Hospital, at Noroton, Conn. He is a member of the Board of Directors of the Bridgeport Public Library and Reading Room, an institution in the foundation of which he took a marked degree of interest. He is also a Director in the Standard Association, publishers of the *Bridgeport Daily Standard*, The Eaton, Cole & Burnham Co., and The Bridgeport Electric Light Co., and a member of The Board of Governors of the Seaside Club, and of the Masonic Fraternity. He has just been appointed City Attorney of the City of Bridgeport by the Mayor, for the term of two years from July 1, 1897, and is President of the Bridgeport Bar Association.

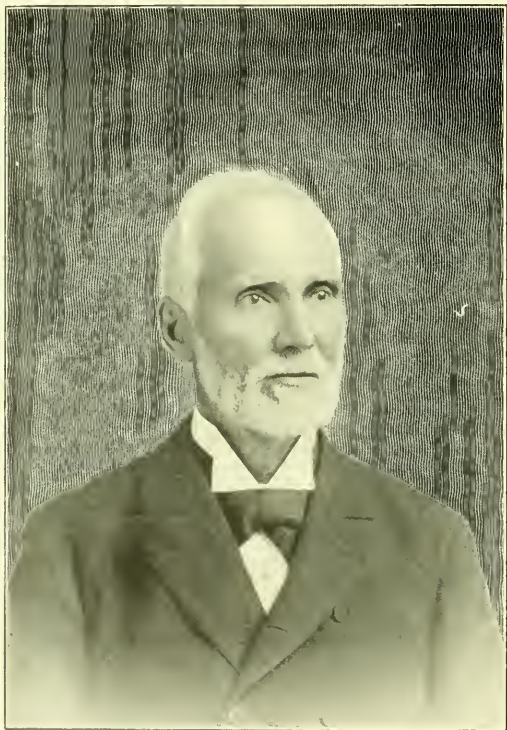
In politics he is a Republican and has taken an active part in the affairs of the party, and has been a well-known figure as a delegate to most of the State conventions held in the past twenty years.

He was married, February 29, 1872, to Callie T. House, of Vineland, N. J., daughter of William House, who was a brother of Royal E. House, the inventor of the House Printing Telegraph System, with whom he was interested, and also took part in the construction of the first telegraph line erected in this country, being the line from Baltimore to Washington. Four children are the result of the marriage, Alfred B. Beers, Jr., Harry H. Beers, Ralph T. Beers and Mary E. Beers, deceased.

As a lawyer he is devoted to his chosen profession, and brings to its practice a clear and logical mind, a retentive memory, confidence in his cause upon its merits, and a thorough hatred of trickery and shams. He is careful in the preparation of his cases, ready in speech as an advocate, and honest in his claims for his client, and has taken part in many of the important trials in Fairfield County and in arguments before the Supreme Court of the State. He is possessed of a genial and kind nature, affable in intercourse with his fellows, with a personal character above reproach, and is esteemed and honored by the citizens of Bridgeport as an upright and conscientious christian gentleman.

DAVID FREDERICK HOLLISTER was born in Washington, Conn., March 31, 1826, where he received a common school education. His father, Gideon Hollister, was a well to do farmer, a man of sterling integrity, and of much influence in the community in which he lived. David was the youngest of the family, having a sister four years and a brother eight years older than himself. When he was sixteen years of age the family removed to Woodbury, Conn., where he remained on the farm in accordance with his father's earnest wish, for several years. While thus at home on the farm, he had the fortune, good or bad, to cut his foot so severely as to interfere with active duties for many months, and he finally obtained the consent of his father to prepare for college. He then

determined to enter the Class of '51, though there were then but eleven months before the commencement of the term. He made the best use of his time, and at the commencement of the term presented himself for examination without having completed, however, quite two-thirds of the preparatory course. When he left home for New Haven and bade his friends good-bye, he assured them that they would not see him again till he was a member of the Class of '51, though he had many misgivings as to his success in passing the examination. To his surprise and great delight, however, he passed the Rubicon in safety. This he always attributed in a great measure to an experience, serious enough in the time of it, that he had with Professor Kingsley, who examined him in Latin. The professor gave him an exceedingly tough oration to translate, which he knew at a



David Frederick Hollister.

glance could not be trifled with or extemporized on with safety, and so he told the professor frankly that he could not read the selection. "What, what, young gentleman," said the professor, "did you not know that this book was in the preparatory course?" "Yes, sir," replied the applicant, "but I did not have time after I decided to enter this class to complete the whole preparatory course." The professor commenced to close the book, with a look on his face which seemed also to the applicant to close the door of hope for admission to the class. In a fit of desperation the applicant exclaimed, "I can give you the derivation and meaning of every word on the page, construct the sentences properly, and parse them correctly." With a doubtful smile upon his face, the professor told him he might try it. The trial proved that the applicant had a fair knowledge of the principles and construction of the Latin language, and the professor called a halt. The professor then turned to another portion of the book and asked if he could read that. It was simply a narrative, and the boy replied, "I never saw it before, but I can read it," which he proceeded to do to the entire satisfaction of the professor. "Now, young gentleman," said the professor, "tell me why you did not attempt to read my first selection?" "Because," replied he, "it was a speech, and I knew nothing

whatever of the occasion or subject matter and could not enter into the spirit of it so as to translate it intelligently, and knew I should only make a fool of myself if I attempted it." A pleasant smile spread over the professor's fatherly face as he expressed himself satisfied; and he proved ever afterward, during the entire college course, a most kind and considerate friend.

In his Senior year he was elected first President from his class of the Linonian Literary and Debating Society, an honor which was then esteemed second to none in college life. Prior to entering college he had studied law for a time, and immediately after graduation he entered the law office of his brother, the late Gideon H. Hollister, of Litchfield, author of the History of Connecticut, and graduate of Yale, Class of '40. In the December following graduation, 1851, he was admitted to the Bar of Litchfield County, and at once removed to Salisbury, Conn., and opened an office for the practice of law. In September, 1852, he was married to Miss Mary E. Jackson, of Brooklyn, N. Y.

a graduate of Packer Institute. In 1854 he removed to Bridgeport, Conn., where he opened an office and resumed the practice of law, and where he has since remained, and is now engaged in the practice of his profession.

Soon after moving to Bridgeport he purchased several tracts of land in and about the city, and took needed exercise and recreation, and devoted his leisure time in opening up and developing the property by streets and avenues, upon which many pleasant homes have been erected, and a flourishing village now exists. He received the degree of M. A. in 1866, at Yale.

He has always been identified with the public institutions and improvements of Bridgeport and vicinity, and has been a member of the City Government. In 1858 he was elected Judge of Probate for the District of Bridgeport, and was re-elected in 1859. August 15, 1862, he was appointed by President Lincoln, Collector of Internal Revenue for the Fourth District of Connecticut, and after the consolidation of the Second and Fourth Districts, in October, 1873, he was appointed Collector of the Consolidated District by President Grant, which office he held continuously until September 1, 1883, when, upon the consolidation of all the Districts in the State, with office at Hartford, he retired from the public service, having been continuously in the office for over twenty-one years, and having served under six Presidents, viz: Lincoln, Johnson, Grant, Hayes, Garfield and Arthur. During this time he also held the office of Receiver and Disburser of the Public Funds for the Government, and was also Receiver of Commutation Money during the War, thus handling in these various offices many millions of dollars, without loss to the Government or the discrepancy of a farthing from first to last.

He was an ardent supporter of the Government during the War of the Rebellion, and although not a subject of military duty, by reason of the injury already referred to, and from which he has never fully recovered, he procured and sent to the front two good substitutes to represent him on the field, while at home he assisted in various ways in rendering those important services which were so essential to the success of the cause. By means of his official relations to the Government he was brought into frequent contact with President Lincoln and the heads of the various departments at Washington, civil and military, and was thus enabled to serve this city and district in several very important matters, especially in relation to the provost marshal's office in this district, which at a most critical period was a source of much uneasiness and anxiety to those who were engaged in recruiting men for the service. Upon moving to Bridgeport he and his late lamented wife, Mary E. Hollister, united with the First Presbyterian Church of this city, of which he has since been an active member and has devoted much time and labor to its welfare. He has been an elder of the church for over thirty years, and is now the senior elder and treasurer of the church and one of the Society's committee. The beautiful church, chapel, Sunday school building and parsonage of the First Presbyterian Church, corner of State street and Myrtle avenue, Bridgeport, are, in great measure, the result of his planning and earnest labors and unflagging zeal, as he was the chairman of the building committees and assisted in securing the land for the purpose. All these buildings are beautiful, appropriate and convenient, and, as a whole, are unexcelled by any church property in the country. He was one of the three original organizers and managers of the Boys' Club of Bridgeport, and obtained its charter from the Legislature, and is one of its vice-presidents and active in its management.

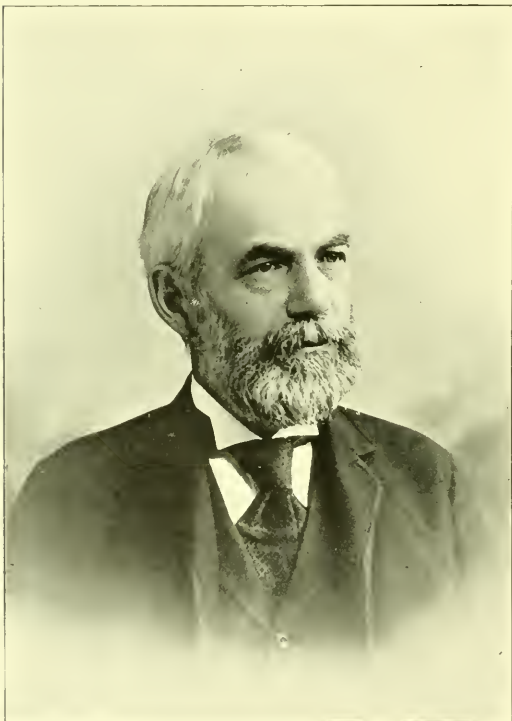
He is a member of St. John's Lodge F. and A. M., a member of the Board of Trade and of the Seaside Club. He has obtained from the Legislature of the State many charters of public interest in addition to that of the Boys' Club, among which are the Citizens' Water Company, now consolidated with the Bridgeport Hydraulic Company, the Bridgeport and West Stratford Horse Railroad Company, of which he was President for several years, but which is now consolidated with the Bridgeport Traction Company, the Stratford Land and Improvement Company, the City Savings Bank, of which he was one of the original incorporators and trustees, and for many years a Vice-President and now the President, the Young Men's Christian Association, and others. He is one of the trustees of the Bridgeport Orphan Asylum and its legal adviser. His professional life covers forty-three years of Bridgeport's history. When he came here there were but seventeen practicing lawyers in the city; two of them moved away, four still survive, and the others have all passed to the other shore. He came here at an opportune time and at once entered upon an extensive practice, which continued to increase till he entered upon the collectorship at the beginning of the war. The duties of this office demanded and received the greater portion of his time and his best energies for over twenty-one years, and

upon retiring from office he received the highest testimonials for his long, efficient and faithful service. At the close of his official life he formed a copartnership with Wm. H. Kelsey, of Bridgeport (who had served in his office as deputy collector for several years), under the name of Hollister & Kelsey, and the firm are still engaged in an extensive practice in the various branches of law business. Upon attaining his majority he cast his first vote with the old Whig Party, and upon the formation of the Republican Party, under the presidential leadership of the famous Pathfinder, John C. Fremont, he espoused the interests of that party and has ever since been an earnest advocate and supporter of its principles and policy.

CURTIS THOMPSON.—Possessing the confidence and esteem of the best of Bridgeport's citizens, with a lofty purpose to be found upon the right side of every moral, civil and religious

question, and ready to aid in advancing it with such means as he can command, an active participant in municipal affairs, the mover in procuring one of the most efficient local governments in the state, and an attorney of large and extensive practice in his profession, such is the record of Curtis Thompson in this city.

He was born in the town of Trumbull, October 30, 1835, his ancestors being of Puritan stock and among the early settlers, and of the old town of Stratford. His parents were George and Lucy (Curtis) Thompson; and it was during a temporary residence in Trumbull that their son was born. Stratford school and the academy furnished his early education and Harvard University his collegiate instruction. In 1865 he was admitted to the Fairfield County Bar, having read law with George W. Warner and David F. Hollister, and has since practiced his profession in this city. It is the belief of Mr. Thompson that it is the duty of every citizen to actively participate in the management of public matters. Stratford, of which he was then a resident, honored him with election to the Assemblies of 1865-66-67, and while a public servant in this capacity of legislator he served on the Judiciary, Incorporations and other committees. During the following years his active interest in municipal affairs was



Curtis Thompson.

well-nigh constant. In 1868-69 and 1872 he was Deputy Judge of the Bridgeport City Court; in 1874-75-76 he was Councilman and Alderman; in 1879, 1882, 1886-87 he was City Attorney, and in 1883 Attorney for the town. An early experience of four years in the Probate Court, laid the foundation of an extensive practice in the settlement of estate and litigations growing out therefrom, besides which his general practice has been wide, especially in real estate, corporation and banking law. He has tried many important cases, criminal and civil, and has had much to do as Attorney for many towns and communities. For many years he was the trusted counsellor for the late P. T. Barnum; he has been an active trustee of the Bridgeport Savings Bank for many years, an officer of attorney for many other corporations, and in 1888-89, he was the mover in and the chairman of the committee, procuring the great measure for the consolidation of the Town and City Governments of Bridgeport.

November 21, 1867, Mr. Thompson married Marie Louise Willcox, daughter of James Willcox (at that time President of the Willcox and Gibbs Sewing Machine Company), and Katharine Barry, of New York. They have two children living, James Willcox Thompson, a graduate of Yale in 1890, and of the University of Tennessee in 1892; now a member of the Bridgeport Bar, and Katharine Barry Thompson. Mr. Thompson, after the death of Deacon R. N. Lacey, was honored with election to the Presidency of the Fairfield County Historical Society. He is a member of the South Congregational Church and its Society, the Seaside Club and the Masonic Fraternity. In 1871 he received the honorary degree of Master of Arts, from Yale. In politics he is a Republican.

MAJOR LOUIS NATHANIEL MIDDLEBROOK was born in the town of Trumbull, Conn., on June 19, 1825. He was the eldest son of Robert Middlebrook, a merchant of that town, and Nancy (Burton) Middlebrook. His first ancestor in America was Joseph Middlebrook, an English immigrant who settled in Concord, Mass., prior to 1644, and in the latter year removed from Concord to Fairfield, Conn., where he resided until his decease. Major Middlebrook was of the seventh generation from the immigrant Joseph. Four of his ancestors in the paternal and maternal lines held military and civil offices in the Revolutionary War. He was fitted for college at the academies in Newtown, Easton and Cheshire, Conn. He graduated from Trinity College, Hartford, Conn., in 1848, being among the honor men of his class and also President of the Athenæum Literary Society of that institution. He received the degree of A. M. from Trinity College in 1851. He was a member of the Alpha Delta Phi college secret society.

He studied law 1849-50-51 in the law office of the late Lieutenant-Governor Charles Hawley, of Stamford, Conn., and was admitted to the Bar of Connecticut, at Danbury, in August, 1851. In 1852 he began the practice of law in Bridgeport, Conn. He was commissioned Major in 1852, and Judge Advocate 1853 in the then military organization of Connecticut. October 2, 1861, he enlisted as a private in a company raised by himself at his own expense for the 1st Battalion, Connecticut Cavalry, in the war for the Union. Declining the tender of the appointment of Major of said Battalion, he was promoted to Captain of Company D, of said Battalion, and made Senior Captain of the 1st Squadron of the same, and at different periods commanded the Battalion as Acting Major, under Generals Rosencranz, Fremont, Pope and McClellan. After the War he wrote a history of the Battalion. He was honorably discharged from the army on account of disabilities incurred in the service, November 21, 1862, by which disabilities he was rendered unable to resume active employment until 1866. On October 1st of the latter year, he became Associate Editor-in-chief and one of the joint proprietors of the daily and weekly *Republican Standard*, a newspaper published in Bridgeport, Conn., and continued in that position until the latter part of 1869, when he resumed his law practice in Bridgeport. He was a member of the Council of Administration of the Connecticut Department of the Grand Army of the Republic in 1869 and 1871, and Judge Advocate in the same in 1870, 1872, 1873. In 1872 he was appointed Assistant U. S. District Attorney for the District of Connecticut, and on September 27, of the same year, upon the nomination of Chief Justice Chase, of the United States Supreme Court, he was appointed Register in Bankruptcy for the Fourth Congressional District of Connecticut, composed of Fairfield and Litchfield Counties, and filled said office until the repeal of the National Bankruptcy Act. In 1883 he was appointed Director of and Prosecuting Attorney for the Connecticut Humane Society, and in 1887 was made Chairman of its standing Committee on Legislation. He also filled the offices of a member of the Legislative body of the City Government of Bridgeport, Deputy Judge of the City Court, and Clerk of the same.

He was one of the original founders and charter members of the Fairfield County Historical Society, and for several years Corresponding Secretary and Honorary Vice-President of the same, and



Major L. N. Middlebrook.

a member of the Connecticut Historical Society. He was also a member of the Connecticut Chapter of the Society of the Sons of the American Revolution. He had no taste for political preferment, and uniformly discouraged solicitations to become a candidate therefor. He was a lifelong member of and a communicant in the Protestant Episcopal Church. December 9, 1857, he married Juliette, daughter of the late William H. Tomlinson, Esq., of Stratford, Conn. From this marriage were born three children: Louis, the eldest, who died in 1869; Jennie the wife of Frank Brown Weeks, Esq., of Columbia, Texas, and Albert, who resides in Bridgeport, Conn.

COLONEL WILLIAM H. STEVENSON, among those men who have made Bridgeport's history, stands out prominently. Born in Bridgeport on April 29, 1847, he has always lived in his native



Col. William H. Stevenson.

city and been closely identified with its interests, social, political, religious and business. His business pursuits have been mainly in the legal and railroad line. He was admitted after examination by the Fairfield County Bar in 1878 to practice law in the courts of Connecticut. His railroad experience began in 1864, after he had graduated with the degree of Master of Accounts from Eastman National Business College, when he entered the office of the Housatonic Railroad Company in this city. His merit in railroadng was recognized and in 1872 he was appointed Special Agent of the New York, New Haven & Hartford Railroad. Two years later he was made Paymaster of the New York Central & Hudson River Railroad, and a few months after Superintendent of the Shore Line Railroad, running from New Haven to New London. In 1882 he resigned and accepted the superintendency of the Main (New York) Division of the New York, New Haven & Hartford Railroad. In 1885 he was elected President of the Association of American Railroad Superintendents. In 1887 he was placed in charge of the Housatonic Railroad System as Vice-President and General Manager. He has also been President of the New Haven & Derby Railroad, President of the New York, Rutland & Montreal Railroad, Vice-President of the Shepaug, Litchfield & Northern Railroad, Director in the New

York & New England Railroad, and Director of the Danbury & Norwalk Railroad Company.

In military circles he has been a member of the famous Veteran Battalion known as the "Old Guard," of New York, and in the Connecticut National Guard he served as Captain and Major on the staff of Brigadier-General Stephen R. Smith, and in 1884 was appointed on the staff of Governor Thomas M. Waller, with the rank of Colonel.

In fraternal and secret society organizations, Colonel Stevenson has likewise been prominent. In 1884 the Grand Lodge of the Independent Order of Odd Fellows elected him Grand Master of Connecticut. He was then sent as Connecticut Representative to the Sovereign Grand Lodge and secured the distinction of Grand Marshal of that august body. He was appointed Colonel of the "Patriarchs Militant" branch of the Odd Fellows in 1886 by General Underwood. In the Masonic Order he is a thirty-second degree Mason and a Mystic Shriner. In 1885 he was elected Exalted

Ruler of the Bridgeport Lodge of the Benevolent and Protective Order of Elks. He is also a member of the Improved Order of Red Men.

In club life he belongs to the Manhattan Club of New York, and Seaside Club and the Brooklawn Country Club of this city. Colonel Stevenson was one of the charter members of the Bridgeport Board of Trade, and served as President of the old Eclectic Club. In political affairs he is a Democrat. He has been a member of the Board of Park Commissioners, and under the old City Government served many terms as Councilman and Alderman.

Colonel Stevenson was the son of William Gorham and Lucinda T. Stevenson. In 1869 he married Mary H. Shelton, daughter of William J. and Mary H. Shelton, and has three children, Henry Cogswell, Louie Shelton and Mary Bell, living. Two sons, William Shelton and Eliot Gorham, died in 1895 and 1896, aged twenty-three and seven respectively.

GOODWIN STODDARD was born in Bethany, New Haven County, Conn.; and after studying hard at the Frechold University, N. J., was admitted to the University of New York, in order to embrace the legal profession. He graduated as attorney-at-law, and immediately began practice; and by dint of industry, and a thorough knowledge of the intricacies of that profession, he has been successful in building up a very large practice. Some of our leading and most difficult cases have been intrusted to his care, and to say that his side of the question was well taken care of, would be to put it mildly.

Mr. Stoddard wedded, October 21, 1875, Julia E. Sanford; the daughter of E. G. Sanford; and their happy married life has been blessed by two children, Sanford Stoddard and Henry B. Stoddard.

PATRICK KANE.—The entire membership of the Fairfield County and Bridgeport bar contains no person more esteemed by his associates or honored by his acquaintances, than attorney Patrick Kane, the subject of this brief sketch. By his simple unassuming manner, his uniform courtesy and his unfailing good nature, Judge Kane, for by this title he is known best, has gained the loyal friendship of all who have come in contact with him. Mr. Kane is essentially a product of American opportunity, the result of American pluck and perseverance—a self-made man. Upon November 14, 1848, he was born in the city of New York, but when he had attained to the age of seven years his parents removed to this city, which has ever since been his home. As a lad he attended the old district schools of the city, and in them acquired a thorough education in the common branches of study. This course completed, he became a student at the Bryant and Stratton Business College, paying for his tuition by caring for the building, and speedily taking rank among the leading students. During this period he was also a newsboy of activity, being connected with all the papers published in the city at the time and also with the Wales newsroom.

In 1865, owing to the illness of his employer, Mr. Kane was given charge of the newsroom, and after Mr. Wales' death, became a partner in the business in 1868. It was at this time that the stand was given the title of the Post Office newsroom, and soon afterward Mr. Kane assumed the work of distributing the entire local edition of the *Standard*. On account of the pressure of other business, however, he continued this arrangement only a year. In 1870, realizing the advantages afforded by a higher education, he entered the academy of the late Rev. G. B. Day, where he was for two terms a faithful student. Within a short time he became a full partner in the business, with which he had been connected five years. This arrangement continued until 1879, when he became sole owner and conducted the business, finally disposing of it in 1885 to Plumb & Beardsley. When this event took place Mr. Kane decided to enjoy a well earned vacation, and the ensuing year was devoted to rest and recuperation. In the fall of 1886, he entered the Yale Law School and in 1888 was graduated, being



Patrick Kane

shortly afterward admitted to the Fairfield County bar. He then succeeded to the practice of Attorney Joseph A. Joyce, who removed from the city, located in the Sturdevant Building where he has ever since occupied offices with Judge C. H. Peck.

In politics Mr. Kane was originally a War Democrat, but in 1872 he joined the Republican Party, casting his ballot for General Grant. Later, in 1884, he returned to the Democratic party which has since honored him in various ways. For four years he has been elected a Justice of the Peace and from 1893 to 1895 served as Deputy Judge of the City Court. During this period the administration of the Court's affairs devolved almost entirely upon him because of the lamentable death of Judge Joseph J. Rose. Since 1893 he has had charge of the indexing of the land records and is at present a member of the Board of Relief. For fifteen years Mr. Kane was a member of the well known

Father Matthew Society, holding almost every office in the order. During this period he was four years state editor of the Connecticut T. A. Union. He was also an active member of Park City Council, Knights of Columbus, and has been among the most active in advancing its interests. During the Parnell agitation he was one of the most prominent local men interested and to his untiring zeal, was due much of the success which attended the agitation in this vicinity. For a number of years past he has been an active member of the Board of Trade.



Stiles Judson, Jr.

ATTORNEY STILES JUDSON, JR., is to-day considered one of the leading lawyers of the Fairfield County Bar. Within the past few years he has appeared in some of the most important cases that have been brought before the higher courts. He is an eloquent speaker, and his arguments always command attention. He is a member of the law firm of Canfield & Judson.

Mr. Judson was born in the town of Stratford, on February 13, 1862. He received his early education in the public schools of Stratford, and at the Stratford Academy. At the age of twenty-one he entered the Yale Law School, from which he was graduated in June, 1885, with the degree of LL. B., and having passed the best examination in the class of which he

was a member. He was admitted to the bar in the same year, and at once entered the well-known office of Townsend & Watrous, in New Haven, where he remained until September, 1886. He then removed to Bridgeport, where he has since continued the practice of his profession. He is an active practitioner, a fluent and earnest pleader, quick to grasp the important points in a case, and has been remarkably successful in his practice.

Mr. Judson was connected with the National Guard for over ten years, and at one time was in command of Company K, Fourth Regiment. He has always resided in Stratford. In that town he has been elected to numerous offices, and has taken an active part in local affairs. He is an ardent Republican and an earnest worker in the interests of his party. Mr. Judson first attracted public notice in the campaign of 1888. He soon won for himself the reputation of being a popular speaker

on political issues. He is a lineal descendent of William Judson, one of the first settlers of the town of Stratford, and at the 250th anniversary of the settlement was selected as President of the day. In the fall of 1890 the people of Stratford elected him to the Legislature at Hartford to represent their interests, and he was at once recognized as a leader on the Republican side of the house. During the memorable gubernatorial contest in 1891 he took an important part, and his efforts were fully recognized. At that session he was appointed Chairman of the Judiciary Committee, a position which by usage carried with it the leadership on the floor and for which he was peculiarly fitted. He was the Republican candidate for Secretary of State at the election of 1892, and made an excellent run. At the last session of the Legislature Mr. Judson again represented his town, and was again appointed a member of the Judiciary Committee. At the resignation of the Hon. William T. Elmer as chairman of that committee, Mr. Judson was once more selected as Chairman, and many important matters received his consideration. He was one of the leading debaters on the floor, and his ready wit and eloquence attracted much attention. Mr. Judson possesses a large circle of professional and business friends.

Mr. Judson was married to Miss Minnie L. Miles, of Milford, on December 5, 1889.

CHARLES WILLIAM MANN.—Through diligent devotion to the practice of his profession and the exercise of more than ordinary talent, Charles William Mann has come, within a comparatively short time, to be recognized as one of Bridgeport's most capable lawyers. His standing with the general public is on a par with his position in his chosen profession, and in all walks of life he has earned the respect and sincere esteem of all with whom he has come in contact. In him, the city possesses a man who is destined to occupy a prominent place in the future life and development of the city.

Charles William Mann, eldest son of Joseph and Annie Patchett Mann, both now deceased, was born at Halifax, Yorkshire, one of the busiest and most prosperous sections of England, upon May 8, 1855. His education was secured at Park Field House Academy and at Hipperholme Grammar School in the parish of Halifax, and at its completion he commenced the study of law in the office of Charles Henry Leeming, an eminent solicitor and counsellor, now deceased. Here he soon became head clerk, and was speedily recognized as one of the promising young men of the town. But his ambition led him to seek a broader field in the United States, and since February 21, 1877, the Nutmeg State has been his home. He decided to locate in Meriden, where he in brief course of time formed many close friendships, and May 21, 1878, was admitted to the New Haven County bar.

Upon September 18 of the following year, he was united in marriage at St. Andrew's Church, Meriden, to Miss Emma Amelia Woodward, daughter of Oswald and Sophia Woodward, and member of an old English family, which came to the United States thirty-five years ago. To gladden their home one son has since been granted them, Arthur Woodward Mann, a sturdy lad of twelve years of age.

In 1892 Attorney Mann decided to remove to this city, though places of honor and preferment had been given and still were in store for him in Meriden. He immediately established himself in Bishop Block, where he is still located in pleasant commodious offices affording every facility to his clients' comfort and convenience. In Meriden, Attorney Mann soon became widely known, not only as a lawyer, but a speaker of more than ordinary ability. He is a Democrat of sound principle and



Charles W. Mann.

has been heard in all parts of the State upon the platform, making his first tour in support of President Cleveland in 1884. His power of oratory has not only earned him favor politically, but in his profession, and the appeals made by him in closing cases before the higher tribunals of the state will long be remembered as gems of thought and eloquence. Since coming to this city Mr. Mann has not been especially active in political life, but in 1893 was recommended for appointment as Consul at his native town, Halifax. The position was assured him but it was finally decided not to establish the Consulate.

Socially he is prominent, being an active member of the Ancient Essenic Order; Pioneer Lodge, Sons of St. George; Progressive Circle, Brotherhood of the Union. Mr. Mann is one of the active and earnest-working members of the Second (South) Congregational Church, being deeply interested in all its departments of work and taking a whole-souled interest in all.



Jeremiah Dean Toomey, Jr.

JEREMIAH DEAN TOOMEY, JR.—

Among the local members of the Fairfield County bar, there is not another who has attained to such an honorable position within so short a time as has Jeremiah Dean Toomey, Jr., who in 1895 was appointed to the important position of City Attorney. Though but twenty-seven years of age at the time, his appointment proved to be a most excellent one, and through the period which he held office the duties of his position were discharged in a most satisfactory manner. An indefatigable and determined worker, Attorney Toomey took to the office, to which he was appointed, the qualities needed to dispose of its business in a thorough manner, and his administration has taken rank with those of the other well known lawyers who preceded him.

Mr. Toomey was born in Bridgeport, June 15, 1868, and with his parents removed to Fairfield some years later. He prepared for college at the Bridgeport High School and then entered Columbia College. From there he went to the Yale Law School, being graduated from that institution in the class of 1890. Immediately after his admission to the bar he opened offices in this city, but retained his residence in Fairfield. There he was quickly elected to nearly

every office in the gift of the town, serving upon the Board of Education and acting as Town Treasurer and Town Counsel. In 1893 he was elected to the Legislature, where he served with much credit. Shortly after its session came to a close he removed to this city and was soon prominently identified with local politics. A staunch Democrat, he was active in the election of 1895, and received the appointment of City Attorney in the summer of that year. Upon June 26, 1895, he was united in marriage to Miss Nellie L. Boland, and they now occupy a comfortable home upon Franklin street. Mr. Toomey is a valued member of the Aragon Council, Knights of Columbus; Court Seaside, Foresters of America and Gilmore Council, Royal Arcanum. Some time ago he formed a partnership with Attorney James T. Lynch, under the firm name of Toomey & Lynch, offices being established in Bishop Block. These are fitted up in a tasteful and convenient manner, easy of access, and counted as among the best located in the city.

HOWARD NICHOLS WAKEMAN, a member of the Fairfield County Bar, was born in Greenfield Hill, Conn., November 21, 1856. He was the son of Zalmon and Susan Warner Wakeman, who passed their lives in their native town of Fairfield and were among its most respected citizens. He received his education at Rev. G. B. Day's, Bridgeport, Trinity School, Southport and the Yale Law School, graduating therefrom in 1888. He was admitted to the Bar after pursuing his studies with Curtis Thompson, Esq., of Bridgeport, in 1887, and is now a member of the law firm of Thompson, Wakeman & Thompson. Mr. Wakeman has always been a Republican, working hard for the success of the party. He was elected to the General Assembly of 1897, and was House Chairman of the Committee on Public Health and Clerk of the Committee on Legislative Expenses and Procedure. He is a member of the Graduate Club in New Haven, of the Seaside Club, Bridgeport, and the B. C. & M. M. R. Club, Southport. He is an officer of the Fairfield County Historical Society.

Mr. Wakeman was married, October 28, 1891, to Miss Grace Melville Hall, daughter of the late Henry and Catherine Silliman Hall, formerly of Bridgeport. Two children have been born to them.

Mr. Wakeman resides in Southport, and takes an active interest in all matters pertaining to the improvement and prosperity of the town where he lives, as well as of the progress of Bridgeport, in which he spends so much of his time.

JOHN J. PHELAN, by profession a lawyer, has held many important positions in the political field. In 1883-84-85, he was Town Attorney of Bridgeport, and in the last named year, together with the following year, he represented the city in the General Assembly. During the years 1889-90, he was City Attorney, and in the fall of 1889

he was elected Secretary of State, to which position he was re-elected in 1891, and occupied for two years during the administration of Governor Morris. He is a Democrat in his political affiliations. Mr. Phelan is a native of Ireland, being born in the County of Wexford, June 21, 1851. He was educated in the schools of his native place. It was twenty-seven years ago that Mr. Phelan took up his residence in Bridgeport. He is a member of the Seaside Club, the Knights of Columbus, of which organization he has been a Supreme Knight for several years, the Catholic Club of New York, the Irish Historical Association of Boston, and the Roman Catholic Church. Mr. Phelan's wife was Miss Annie E. Fitzgerald, of Stratford.

ALBERT M. TALLMADGE, the present Judge of the Probate Court for the district of Bridgeport, which comprises the towns of Bridgeport, Easton, Monroe and Trumbull, was born in Fairfield, Conn., February 22, 1854. He was graduated at



Howard N. Wakeman



George W. Carey



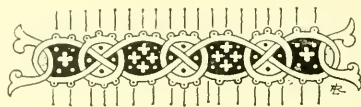
Charles A. Doten (Coroner.)

Wesleyan University in the class of 1874. Three years later he was graduated from the Yale Law School and was admitted to the Connecticut Bar. He then entered upon the practice of his profession in this city, and was associated with Hon. Curtis Thompson until the year 1892. Between 1879 and 1881 he was Deputy Judge of the Bridgeport City Court and in 1884, he was a member of the General Assembly from Bridgeport, the late General William H. Noble being his colleague, and served on the Judiciary Committee. In the fall of 1892 he was elected Judge of Probate, and was re-elected at the elections of 1894 and 1896.

GEORGE WINTON CAREY, a prominent young member of the Bridgeport Bar and the junior member of the law firm of Hawley & Carey, was born at Stratford, Conn., July 4, 1873. His boyhood school days were passed in his native town. Graduating from the Stratford Graded School under the principalship of Wilfred M. Peck, he having attended the Bridgeport High School, after which he entered Yale Law School of New Haven, Conn., graduating therefrom in the class of '95. While there he achieved distinction as a speaker and debater, being one of eight men in a class of eighty chosen to compete for the Wayland Prizes. After completing his legal studies he practiced in Stratford, his native town, for one year, being associated with the late Robert H. Russell, Judge of Probate. After Judge Russell's death he located in Bridgeport and became associated with Mr. Hawley, forming a co-partnership under the firm name of Hawley & Carey, with offices in the Sanford Building.

Mr. Carey is a member of the Stratford M. E. Church and several other organizations. He is an ardent Republican and a prominent leader of his party in Stratford. As a member of the bar, he is progressive and enjoys a lucrative and growing clientage, having many interests in the Superior and higher courts. He makes a special feature of Probate and real estate practice. On November 11, 1896, Mr. Carey married Miss Bertha Inez Clark. Both Mr. and Mrs. Carey are popular socially, and are great favorites in the circle in which they move. Mr. Carey being frequently in demand as an after dinner and social speaker.

CHARLES ARTHUR DOTEN was born in Sheffield, Mass., February 8, 1850, and after a preliminary training at the Bridgeport schools entered Yale College, later concluding his studies at Columbia College, New York. He is a lineal descendent of Edward Doten, one of the pilgrims that landed on Plymouth Rock from the Mayflower; and on his maternal side, he is descended from Major John Mason, who commanded our forces in the Pequot War. Mr. Doten has been the recipient of many offices from his party, and as City Attorney, Judge of City Court, and Coroner of Fairfield County, he has earned for himself a reputation as a painstaking conscientious official. Mr. Doten is a member of the Seaside, Outing, Corinthian Lodge, F. & A. M. Politically he is a Republican of the stalwart order and is unmarried.





George L. Porter, M.D.

CHAPTER XXII.

BIOGRAPHY.—MEDICAL PROFESSION.

DR. GEORGE LORING PORTER was born in Concord, N. H., April 29, 1838. He is the son of George and Clarissa (Ayer) Porter, and grandson of Isaac Porter, who was of the seventh generation from John Porter, who came from England in 1645 in the "Susan and Ellen," and settled in Hingham, Mass. On his mother's side he is also of old English and revolutionary stock. He was a student in the Little Blue School at Farmington, Maine, and at the Pembroke, New Hampshire Academy, in 1852, at the New London, New Hampshire Academy in 1855, and at Brown University, Providence, R. I., in 1859. He read medicine in Pittsburgh, Pa., and in the Jefferson Medical College, Philadelphia, took his degree of M.D. in March, 1862. In April, 1862, he passed the Examining Board of the army and was assigned to duty as a "proof candidate" at Strasburg, Va., and was commissioned July, 1862. He remained in the army throughout the war, and was present at the Battles of Fredericksburg, Beverly Ford, Gettysburg, Brandy Station, Todd's Tavern, Fleming's Cross Roads, Manassas Gap, Kelly's Ford, Middleton, Upperville, Williamsport, Boonsboro (wounded in the left arm), Funks-town, Falling Waters, Beaver Dam, Warrenton, Ashby's Gap, Front Royal, Culpeper Court House, and Morton's Ford. He was relieved of duty in the field and ordered to Washington in April, 1864, but the order failing to reach him he remained with his regiment in the Wilderness campaign. He was recommended for promotion for faithful service and gallantry in the field, and in March, 1865, was brevetted Captain and Major. Dr. Porter was Post-Surgeon at Washington Arsenal, from May, 1864, to May, 1867, had medical charge of the Lincoln conspirators during their confinement in the old penitentiary building, was present at the hanging of five, and accompanied the others to Tortugas, where they were imprisoned. He was the only commissioned officer present at the disposal of the body of John Wilkes Booth, and his reminiscences of that period of the history of the country, which he has put into the form of a lecture, are wonderfully interesting.

After the war Dr. Porter was ordered to the frontier, and served in Montana until July 18, 1868, when he resigned and came to Bridgeport, where he has been in the practice of his profession ever since. He has served seven years in the Connecticut National Guard, four years as surgeon of the Fourth Regiment, and three years as Medical Director on the staff of General T. L. Watson.

Dr. Porter is a member of the Bridgeport Medical Association, President in 1876-77; of the Fairfield Medical Association, President in 1883; of the Connecticut Medical Society, President in 1888-89; of the American Medical Association, member of the Judicial Council, 1891-94; of the American Academy of Medicine; of the Ninth International Medical Congress, Vice-President of the Section on Military Surgery, 1887; President of the Board of Health, of Bridgeport, 1882-83; member of the Military Order of the Loyal Legion; of the thirty-third degree of the Masonic Fraternity; of the Grand Army of the Republic, and of many other fraternal and social organizations. Dr. Porter is a pleasing and instructive lecturer on historical topics, has written many valuable papers connected with his profession, is the author of considerable existing medical legislation in Connecticut, and is a most popular and acceptable post prandial speaker. He married, in 1862, Miss Catharine Maria, daughter of M. Chaffee, the inventor of the Chaffee cylinder for vulcanizing rubber, Providence, R. I. Their children are: Clara Elizabeth, George, James Benton, Ethel, Lindsay, May, Alice, Hugh, Grace, Anna and Clarissa Porter.

Dr. Porter is an enthusiastic hunter and fisherman, and has enjoyed many opportunities, during his varied experience, for indulging in both pastimes. He has been very successful as a fisherman, and has killed more big game, such as bear, buffalo, deer, wild cats, etc., than falls to the lot of most

hunters. He has secured from the Canadian Government, the lease of a very desirable fishing preserve in which are lakes and rivers never yet fished, to any extent, by white men, and which are well stocked with the game fish of the primeval woods.

ROBERT HUBBARD, M.D.—During the compilation of this most valuable work, after a life of usefulness and philanthropy, the mortal remains of Dr. Hubbard, Connecticut's greatest physician and surgeon, was laid to rest.

Robert Hubbard, M.D., was a native of Cromwell, Conn., and was born April 26, 1827. He was the son of Jeremiah and Elizabeth Hubbard; both of whom descended from old colonial families.

His schooling was garnered in his native village, when his labors were not needed at the farm;

and at the age of seventeen he entered the Academy at Cromwell. Here he prepared himself for a course in college; entering Yale in 1846. After a year of study, he left the university to accept a position as Principal of the Academy at Durham. He was then persuaded by Dr. Benjamin Fowler to take up the study of medicine; and in 1851, after attending a course of lectures at Yale University, he graduated with the distinguished honor of being valedictorian of his class.

After receiving his diploma, he came to this city to begin active practice of his profession; and his success, though difficult at first to overcome the prejudice of a young physician, was eventually beyond his expectations.

In 1855 he married Miss Cornelia Hartwell, the daughter of Mr. and Mrs. Sherman Hartwell.

At the breaking out of the Civil War, Dr. Hubbard, upon the recommendation of the State Medical Society, was appointed by Governor Buckingham to the post of examiner of the candidates for appointment, as Surgeon and Assistant Surgeon for the regiments raised in Connecticut. In 1862 he went to the front as Surgeon of the 7th Connecticut Volunteers. After serving untiringly in most of the principal battles, and reaching the important rank of Medical Inspector, ill health made his retirement necessary, and he then returned to Bridgeport to resume his practice.

Dr. Hubbard took a prominent part in political affairs, and in 1874 and 1876, was elected as one of the city's representatives in the General Assembly. The Connecticut Medical Society, recognizing his great ability, elected him President of that organization, which office he held from 1879 to 1883. Since then he has gradually given up active practice, confining himself only to consultations, and to those patients who would not be treated by any other physician.

The demise of Dr. Hubbard was a sad blow to Bridgeport, and his charity and benevolence will never be forgotten, and now, "After life's fitful fever, he sleeps well."

CHARLES EDWIN SANFORD was born in North Haven, Conn., May 31, 1830. On his paternal side, he was a descendent of Thomas Sanford, who settled in Milford, Conn., in 1639, many



Robert Hubbard, M.D.

of whose descendants settled in the vicinity of New Haven. His mother, Maria Abbott was a direct descendent of the first president of Yale University, Rev. Abraham Pierson. His maternal grandmother being named after President Pierson's daughter, Anna Pierson.

Dr. Sanford's early education was furnished by the schools of his native town, supplemented by two or three years in the private school of Rev. Anami Lindsley, and several months of tutelage in preparing for college. At this time the whole current of his life was changed by a serious trouble with his eyes—physicians advising complete rest—he entered into commercial pursuits for five years, when, his eyes having grown stronger, he concluded to devote his life to the profession of medicine. Again pursuing his studies, he entered the High School taught by H. D. Smith, in West Meriden, staying for one year, and, after teaching for another year, entered Yale Medical School, graduating in 1853. He at once entered into practice with his preceptor, Dr. G. H. Moody, of Plainville, Conn., with whom he was associated for several years.

During a sojourn in Brooklyn, N. Y., in 1856, his attention was directed to the Homœopathic code of practice, and, soon after, settling in Bristol, Conn., circumstances led him to devote much time to the principles of this new mode of practice. Selecting some of the most reliable books upon the theory and practice of Homœopathy, he soon began to use its remedies, and after two years of earnest work, he verified the truth of the "new teachings," by daily use in a large practice, concluding to accept Homœopathy, and in doing so to seek some larger, and more congenial field for his life's work, and on August 23, 1859, he removed to Bridgeport, where he has since resided.

On October 26, 1855, Dr. Sanford married Annie Fuller Neale, of Southington, Conn., by whom he has had four children, two of whom have passed into the new life.

Dr. Sanford cast his first presidential vote for John C. Fremont, in 1856, and has been a Republican ever since. He is ex-President of both the city and state Homœopathic Societies; a member of the American Institute of Homœopathy, and socially, of the Seaside Club. He was for a number of years President of the city Board of Health.

He attends the South Congregational Church, of which he is a member.

DR. CLITUS S. HOAG, is a native of Stockbridge, Vt., where he was born, January 31, 1855. The High School and Goddard Seminary at Barre, Vt., furnished his preparatory education, and to pursue the study of his chosen profession he entered in Hahnemann Medical College at Philadelphia, from which he was graduated in 1877. Sixteen years ago he took up his residence in Bridgeport and engaged in practice, being first associated here with Dr. S. H. Norton, one of the pioneer physicians of the Park City.

Dr. Hoag is a member of the state and city Homœopathic Medical Societies, and ex-President of the former. He belongs to the American Institute of Homœopathy, and for several years was its



Charles F. Sanford, M.D.

Registrar. He is also Consulting Physician to the Connecticut Masonic Home at Wallingford. Dr. Hoag has been all through the different Masonic organizations, and now holds thirty-second degree. He is a member of the Board of Trade and the Seaside Club. He is a Republican in politics. On January 22, 1880, Dr. Hoag married Miss Dora E. Abbott, of Waterbury, Vt.

DR. ALVA HOAG, brother of Dr. Clitus Hoag, one of Bridgeport's physicians of the Homœopathic School, was born at Stockbridge, Vt., Nov. 22, 1859. His preliminary education was received at the Goddard Seminary at Barre, in his native state, and deciding to make the practice of medicine his life work, he entered the New York Homœopathic Medical College, of which he is a graduate. A further course of training at the Homœopathic Hospital connected with the institution, and he entered upon the practice of his chosen profession. He has been a resident of Bridgeport for a period of ten years, and here he belongs to the Algonquin Club. Dr. Hoag has also the honor of being a thirty-second degree Mason, being past master of St. John's Lodge No 3. In politics he is a Republican. Dr. Hoag is unmarried.



Alva A. Hoag, M.D.

CURTIS HARVEY BILL, M.D.—

In the halcyon days of good Queen Bess, there dwelt in Bedfordshire, England, a physician of high repute, named Thomas Bill, who was born in (or about) the year 1490.

Having been successful in obtaining the academic degrees of B.A., M.A., and a fellowship at Pembroke Hall, he studied for the medical profession, and after years of travel and instruction from the most eminent physicians, surgeons and chemists of his time, he received his degree of M.D. from the celebrated university at Paria, Italy, founded by the Emperor Charlemagne. Thomas Bill, M.D., afterward became court physician to Henry VIII and Edward VI.

In 1549, the Princess Elizabeth being at the point of death, Dr. Bill was called to attend her, and the future Queen in a letter to her favorite, the Duke of Somerset, speaks of Dr. Bill as a *gentleman to whose diligence and pains has been a great part of my recovery.*

Curtis Harvey Bill, M.D. (or, as he is most affectionately called, Dr. Bill), is a direct descendent of Thomas Bill, M.D., and a long line of famous men and women. Born at Albany, Vermont, July 2, 1835, he soon showed that he had inherited from his ancestors the natural aptitude to conquer that enemy of man—disease.

Industry, energy and study has been his watchword from the time he commenced his public school education until he received his degree of M.D. from University Medical College, city of New York, which was in the year 1859.

He began his career as a physician in Clarksville, Tenn., and was succeeding in building up a large practice when the gun was fired at Fort Sumter that set the world ablaze.

Dr. Bill was, on account of his Northern birth, and his refusal of a surgeon's commission in the Confederate Army, driven out of the South by a vigilance committee.

On arriving at Louisville, Ky., the call to arms stirred his martial spirit, and after reporting to Gen. W. T. Sherman, was assigned to duty as acting assistant surgeon with the Fifteenth U. S. Infantry. The splendid services rendered by Dr. Bill during the war can be found in the army records of the United States up to the time he was mustered out with the full rank of surgeon, August 14, 1865.

Dr. Bill practically commenced life anew when he came to Bridgeport in 1871, but his services to this country, and his thorough knowledge of the practice of surgery and medicine soon won for him the confidence and patronage of a large clientele, and he has long been recognized as one of our most trustworthy and successful physicians. When the Bridgeport Hospital was organized, he was elected to the staff of visiting physicians and surgeons, in which capacity he served the institution

ten years, when he resigned, and has since served on the consulting staff. He has served other charitable institutions as physician, and many poor but respectable families in the city have commanded his services without fee or hope of reward.

A great many insurance companies acknowledging his skill, have entrusted him with the medical portion of their vast interests in this city. The Mutual Life, of New York; Penn Mutual, of Philadelphia; Travellers, of Hartford; Manhattan, of New York, being among the number, for which he is medical examiner. Dr. Bill was united in marriage, September 20, 1865, to Mary J. Worcester, a niece of the famous Joseph E. Worcester, L.L.D., author of Worcester's Dictionary.

This couple have three children living, Mary E., Philip W. and Harold C. A number of social and other societies have Dr. Bill's name inscribed on their books. Among the number, Post No. 3, Elias Howe, Jr., G. A. R., and the Brooklawn Country Club and Contemporary Club. He is an active member of the Bridgeport Medical Society, Fairfield Co., and Connecticut Medical Society and the American Medical Association. Dr. Bill politically is a staunch Republican. The family attend the Episcopal Church.



Clitus S. Hoag, M.D.

the many living examples of a medical practitioner's skill, but it can dwell generally on the results that are well known. Frederick Chauncey Graves, one of Bridgeport's eminent physicians, was born in Bainbridge, Chenango County, N. Y., January 30, 1863. Gaylord S. Graves, his father, was descended from English ancestors, who came to this country about 1637, and settled in Massachusetts. For over forty years he was a successful merchant in Bainbridge. His wife was Harriet E. Pettys. Dr. Graves received his preliminary education at Bainbridge Academy and Collegiate University. He afterward entered the Medical Department of New York University, from which he was graduated with high honors in 1888. Immediately after graduation he became resident physician at the Bridgeport Hospital, and after completing his term of service, he began general practice in the city. It would be needless to comment upon the results of his labors in his chosen profession, as his success is so well known.

FREDERICK CHAUNCEY GRAVES, M.D.—History cannot record

Dr. Graves was married September 15, 1892, to Fannie Elizabeth, daughter of Dr. S. J. Damon, and to their household has been added two sons, Frederick Taylor Graves and George Willis Graves.

Mrs. Graves is recognized as one of the leading soprano singers of the city, and is at present a member of the quartette of the First M. E. Church.

Though quite a young man, Dr. Graves has been honored by the members of his profession in his election as President of the Bridgeport Medical Association, an organization devoted to scientific research and discussion along medical lines, and holding monthly meetings in the Barnum Institute of Science and History. His worth has also been of note in the First M. E. Church, of which he is a member, and one of its official board.

As specially connected with his profession, Dr. Graves is a member of the visiting staff of the Bridgeport Hospital, physical examiner for the gymnasium of the Young Men's Christian Association, and medical examiner for various orders and life insurance companies. Other organizations in which he holds membership, are the Bridgeport Board of Trade, Pequonnock Lodge, I. O. O. F.; Bridgeport Yacht Club, Scandia Lodge, A. O. U. W.; Tima Lodge Heptasophs, N. E. O. P., and K. A. E. O.

In his political affiliations Dr. Graves has always been a staunch Republican.

GEORGE WAKEMAN OSBORN, son of David H. Osborn and Melissa Osborn, his father being a prosperous farmer of Easton, was born in Easton, Conn., November 6, 1860. He received his preliminary education at Staples Academy, Easton, Conn., and after its conclusion, was admitted to the academic department of Yale college, graduating in 1884, with the degree of B.A. The following three years were spent in the study of medicine at the College of Physicians and Surgeons (medical department of Columbia University, New York), from which he was graduated with high honors, in 1887, receiving the degree of M.D. Before commencing regular practice, a year was spent in the thirst for knowledge, as house physician of Bridgeport hospital. Being fully equipped in surgery and medicine, Dr. Osborn soon assumed a high position as medical practitioner; and among his many patients are the members of some of Bridgeport's best families.



Curtis H. Bill, M.D.

Dr. Osborn is a member of the American, State, Fairfield Co. and Bridgeport Medical Societies, and is examiner for several insurance companies, notably the Metropolitan Life Insurance Co., of New York, and state and local Firemen's Benevolent Associations. He was for several years City Physician and Surgeon at Emergency Hospital. The Young Men's Christian Association, Free and Accepted Masons, Royal Arch Masons, Knights Templars, Foresters and Knights of Pythias, have in him a valued member. Dr. Osborn was united in marriage to Nellie M. Boynton, of Peabody, Mass., December 27, 1888, by which union there is issue of three children, (two living, one dead).

DR. JOHN CHARLES LYNCH, a resident of Bridgeport, Conn., since 1880, was born in Trumbull, Conn., February 6, 1865. His early education was received in the public school of Trumbull, and in the Commercial and Military Institute, of Bridgeport, Conn. He was prepared for college by private tutors, beginning the study of dentistry in the New York College of Dentistry in 1882, and graduated in 1884. On account of ill-health, he gave up the practice of dentistry and began the study of medicine with Dr. Robert Hubbard in 1883, graduating from the medical department of the University of the city of New York in 1886. He located in Bridgeport, Conn., in 1888, and has since practiced in this city. After graduation he took post graduate courses in the New York Post Graduate Medical School and Hospital, and the Polyclinic. In 1894 he went to Europe for further study in Vienna and Berlin. In 1897 he took the post graduate course at the Johns Hopkins Hospital, Baltimore, M.D.

Dr. Lynch was a Commissioner of Health in 1891 and 1892, and is pathologist, bacteriologist and visiting physician to the Bridgeport Hospital. He is a member of the State, City and American Medical Associations, also Vice-President of the County Medical Society.

In politics he is a Democrat. Dr. Lynch was married to Miss Sadie Esther Walls, April 18, 1895.



Frederick C. Graves, M.D.

NATHANIEL EUGENE WORDIN, M.D., commenced his earthly career in Bridgeport, Conn., May 26, 1844, and after receiving a rudimentary education in the public schools, took the academic course at Wilbraham, Mass., and desiring a higher proficiency as a scholar, entered Yale College. After graduating he commenced the study of medicine, and after a full course, began the practice of medicine, for which he showed a natural aptitude from the start. In August, 1863, the country needing his services, he went to the front, serving gallantly under Generals Stillman and Butler, and entered Richmond, Va., the day of its capture. It is worth mentioning for its historic value, that it was his hand that drew up General Shepley's order, placing that city under martial law, and that he was honorably discharged at the close of the war. Dr. Wordin married, December 25, 1863, Miss Elizabeth Worthington Barnes, and one child was

born to bless their union. Dr. Wordin is a man of remarkable attainments, and both professionally and socially is respected by all.

J. READ TOPPING, M.D.—Of the many families whose past will be forever glorified by the sacrifices made by them during the War of Independence, to release their country from the yoke of an alien monarchy, the family of Topping stand conspicuous.

Dr. Topping's great grandfather, John Rippey, was Captain of the 6th Company, 8th Battalion, of Associators, and Militia of York County, Pennsylvania, and served four years under General Washington, achieving distinction at the battles of Valley Forge and Yorktown.

J. Read Topping, M.D., is the son of the Rev. Samuel Topping and Cynthia E. Topping (Read), and was born in Seneca, Ontario County, October 24, 1852. His preliminary education was received at the Canandaigua Academy, finishing his academic course at the Upper Canada College. The natural bent of his disposition for the profession of medicine caused him to enter the Medical College of the University of New York, and after a full course in all branches of the science, was graduated with honors, and received his degrees. In 1887 he came to Bridgeport and began the practice of his profession. There is no doubt that the success allotted to Dr. Topping is the result of his painstaking effort on behalf of the patients under his care, and in surgery he has performed many dangerous operations successfully. Dr. Topping is a visiting surgeon to the Bridgeport General Hospital, and the performance of his duties there has no doubt been of great assistance in securing for that

institution the great name it bears for successful treatment. He is a member of the Algonquin Club, thirty-second degree Mason, K. of P., Forester, Connecticut Medical Society, and has the honor of being an ex-President of the Bridgeport Medical Society. Dr. Topping married, November 23, 1882, Eliza Haslett, daughter of the late Henry and Mary Haslett, the issue being four children (Mary, Louise and Ruth, one being deceased). The portrait appended is a very excellent one of Dr. Topping, whose friends and patients in the Park City are numbered among the best and wealthiest inhabitants.



George W. Osborn, M.D.

resumed his medical studies at Yale College, from which he graduated in the class of 1866. Soon after graduation he married Miss Elizabeth Hayes. They had three children, of whom only one, a son, survives him.

Dr. Young began practicing in Riverton, Conn., where he soon became a popular physician. He was made President of the Litchfield County Medical Society, but the keen, active life of Bridgeport appealed to his energetic nature, and in 1870 he removed to this city. With the exception of a few months of western travel, it remained his residence until he died. Possessing an unusually handsome and impressive personality, the young doctor speedily became a prominent figure in Bridgeport. He took a warm interest in all medical affairs, and threw himself heartily into the battle for sanitary reform. It was not a popular cause in those early days, but Dr. Young was unwearied in pleading for

FRANCIS JAMES YOUNG, M.D., was born in Cornwall, Conn., February 24, 1843. He was one of those favored mortals for whom nature plainly marks out their life work, and at a very early age he began the study of medicine in the famous sanitarium of Dr. Knight, of Salisbury. Here he received valuable training, and he always looked back with delight to this boyish initiation into the work of aiding the suffering. In 1860 he entered the Yale Medical School, but the Civil War broke in upon his studies, and in August, 1862, he enlisted in Company B, Nineteenth Connecticut Volunteers. After becoming a Corporal, he was assigned to the medical department, where he served faithfully in various capacities until 1865, when he

better drainage, purer water supply, healthier dwellings, and improved hygienic conditions for the schools. He conducted elaborate investigations into the origin of the most prevalent local diseases, and prepared a map of Bridgeport, giving the habitat, seasons and duration of these sicknesses for a number of years. He was essentially progressive, and kept well abreast of the most advanced medical knowledge of the time. Above all, he believed in the nineteenth century gospel of preventive medicine—the teaching of people to avoid disease by obedience to the laws of life. A man of undaunted courage, his firmness and executive ability were proverbial; but he also possessed an exceptionally broad and sympathetic nature. By kindness and tact he won battles others would have lost, and converted his opponents into friends.



John C. Lynch, M.D.

His professional brethren loved him, and delighted to honor him. He was a member of the County, State and National Medical Associations, and also of the National Health Association. He subsequently became President of the Bridgeport Board of Health and President of the Fairfield County Medical Society, for both of which he prepared excellent papers on hygienic subjects, many of which were published.

He was a Republican in politics, and the social side of his disposition was shown by the fact that he was an Odd Fellow and a member of the Seaside Club. It was, however, among his patients that the full beauty of Dr. Young's character displayed itself. He was a brave and skillful surgeon, quick and accurate in diagnosis, and exceedingly fertile in resources. More than this, he was so warm-hearted and kindly, so bright and full of life, that his calm, sunny presence was like a tonic to the suffering. He was especially tender to children; he never thought of money; the fact that people were poor and friendless seemed to give them a sacred claim upon him. In 1883 he married Dr. Mary Rising, the well-known physician of this city, and found much happiness in her trained sympathy and companionship. Nevertheless, his unceasing toil was surely and steadily wearing out the strong stately frame, and his later years were a heroic struggle against almost constant suffering. The end came

suddenly, January 5, 1893, at a banquet of the Danbury Medical Society. He had just responded to the sentiment :

“ Kindly and warm and tender
He nestled each childish palm
So close to his own that his touch was a prayer,
And his voice a blessed psalm,”

with a mingled wit and pathos which moved all present, when he was seized with illness. In less than an hour the brilliant active brain was at rest, and the warm heart of Bridgeport's “beloved physician” had ceased to beat. Few of her citizens were ever more deeply and sincerely mourned, or ever left a place in her civic life more difficult to fill.

MARY RISING YOUNG was born in the fine old town of Suffield, Conn., and received most of her early education at the celebrated Connecticut Literary Institution there, from which she graduated with distinction. She then became a teacher near Boston, and taught for several years with constantly increasing success. Feeling, however, that the special qualities which made her a successful instructor would find a broader field in the medical profession, she entered the College of the New York Infirmary, founded by Drs. Elizabeth and Emily Blackwell. Here she threw herself so eagerly into her work, that in the second year of her course, she felt the need of more extended instruction, and therefore transferred her studies to the medical school of the University of Michigan, from which she graduated in 1876. For a year after her graduation she was physician at the New England Hospital for Women and Children, in Boston, and the following year she became physician in the Infirmary for Women and Children at No. 5 Livingston place, New York City. She then opened an office in Bridgeport, where she speedily obtained a lucrative practice. In 1883 she married Dr. Francis J. Young, in conjunction with whom she continued the active practice of her profession until his lamented death in January, 1893. She wisely resolved to leave, for a time, a city which had so many sad associations for her, and entered upon a course of highly specialized post graduate work in New York City. She gave particular attention to the development of electricity as a therapeutic agent. In 1896 she returned to Bridgeport, and resumed her practice almost opposite the old house in State street, where she and her husband had labored together for nearly a decade.

Dr. Rising Young has the distinction of having been the first woman member of the Bridgeport and Fairfield County Medical Associations, and until 1893, the only one. She was also one of the first women admitted to membership in the State Medical Association.

Dr. Young is a member of the South Congregational Church, and one of the managers of the Young Women's Christian Association. Besides her scientific studies, she has always taken a deep interest in literature, though the demands of her profession allow her little time for pursuits outside of it.



J. Read Topping, M.D.

H. ADALINE THOMPSON, M.D., is numbered among the few women physicians of the Park City, where she has been practicing her profession for about three years. Born at West Springfield, Mass., and receiving a preliminary education at Williston Seminary, at Easthampton and Wheaton Seminary at Norton, in that state, her desire to become a physician was carried out by courses at the Woman's Medical College, of Pennsylvania, of which she is a graduate and member of the Alumnae Association. She later served as interne at the Woman's Hospital in Philadelphia, and was resident physician at the Maternity Hospital, in the same city. Post graduate courses were also pursued at the Philadelphia Polyclinic and College for graduates in medicine. She is a member of the Bridgeport Medical Association, and of the Connecticut Medical Society.

Dr. Thompson, on September 29, 1869, was married to Lauriston Thompson, of Poultney, Vt., who died in 1891. Before her marriage, Dr. Thompson was Miss Harriet Adaline King. She is a member of the South Congregational Church, and medical examiner for the Ladies' of the Maccabees.



Francis J. Young, M.D.

CELEST. A. BENEDICT, M.D. — The present century notes many advances, one of which is the admission of women to the various positions formerly occupied by men; earnest, persistent, conscientious labor has at last won a place for their sex in the medical profession, and they are legally allowed to relieve suffering humanity.

Celest. A. Benedict, M.D., was born in Newtown, Conn., in 1840. She early developed a taste for nature. Her girl and early womanhood were largely spent in studying the works of nature. Herbs and roots greatly occupied her attention. With the aid of one



Mary R. Young, M.D.

of her ancestors she early acquired a knowledge of their use. Physicians at that time were few, and resided some miles distant, consequently, she was frequently called upon to dispense remedies, which she freely gave from her store of herbs in the attic. At the age of sixteen, the village doctor, the late Dr. Hall, gained her father's consent that she might study for a physician, assuring him

that she had the natural gift for the profession, and it should be cultivated. She, however, deferred the matter until a few years later, when an attack of typhoid fever, complicated with double pneumonia, nearly cost her life. A serious cough and the breaking down of a once robust constitution at last led her to take up the work ordained for her from the beginning. In 1869 she became the pupil of Dr. Almira L. Fowler, of Orange, N. Y., a sister of Mrs. Wells and Prof. O. S. Fowler, of New York, remaining with her for one year.

Nervous prostration then demanded a rest of fourteen



H. Adaline Thompson, M.D.



Celest. A. Benedict, M.D.

months, nothing daunted, she entered the Woman's Medical College in Philadelphia, and was graduated March 13, 1874. The first year after graduation she declined a position tendered her in the Woman's Hospital of Philadelphia and accepted a position in Dr. Cordelia Green's Sanitarium at

Castile, N. Y., as assistant physician for one year, after which she began practice in her native town, where she remained until March 9, 1882, then the shadows of the unwelcome messenger claimed a devoted father, and prostration of a nervous order again threatened life's "silver cord." The following November she removed to Bridgeport, where she previously had built up a practice by visiting the city twice weekly.

Being naturally of an independent character, by her exertions alone, paid her college expenses. The doctor is a member of the Alumnæ Association of her Alma Mater and an honorary member of the Scientific Society of this city.

Dr. Benedict's father was a member of the Connecticut Legislature in 1851, and her great grandfather was a Captain in the Revolutionary Army.

FREDERICK BRADLEY DOWNS, physician and surgeon, is a native of Danbury, Conn. where he was born, January 3, 1856. He received his preparatory education at Moore's Mill Institute, and was graduated from Columbia College. Some nineteen years ago he repaired to Bridgeport and engaged in the practice of his profession, which he has continued ever since. Dr. Downs has been medical examiner of the city, and a member of the Board of Health. He belongs to the Lotus Club, of New York City, the Seaside, Algonquin, Country and Outing Clubs of Bridgeport, and is a member of the Medical Society.



CHAPTER XXIII.

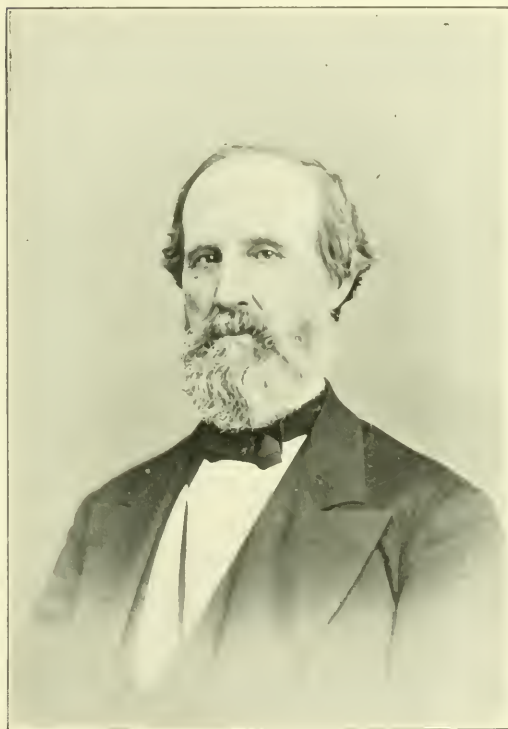
GENERAL BIOGRAPHY.

HON. DANIEL H. STERLING was born July 10, 1819, in the old Sterling Mansion on Main street, where now stands the State Armory. The first of the name to settle here was Jacob Sterling, in 1677. Stephen, son of Jacob, was born 1747. One of Stephen's sons was Abijah Sterling, who held a

commission of Captain in the American Revolution. Capt. Abijah Sterling left five sons. One was Daniel Sterling, one of the incorporators of the City of Bridgeport, and its second Mayor. In early life he was Captain and owner of various ships sailing between this country and Europe.

Captain Daniel was an energetic character, and left an impress of his good work upon the formation of this city in its early history. The subject of this sketch, Daniel H. Sterling, was the youngest son of Captain Daniel Sterling. His mother was Hannah, daughter of Col. Agur Judson, of Huntington, and granddaughter of Rebecca Welles, daughter of Governor Thomas Welles, of Hartford, one of the early Colonial Governors. Daniel H. Sterling was graduated from Union College, Schenectady, N. Y., in 1840. In 1841 he entered the mercantile business under the firm name of D. H. Sterling & Company.

In 1842 he married Maria M. Beck, granddaughter of Paul Beck, Jr., of Philadelphia. He continued in business with some changes until 1861, when he retired. In the meantime he had become a Director in the Connecticut State Bank, of which his father was one of the original incorporators. In 1875 he was elected to the Presidency of the Connecticut National Bank, and continued to hold that office until his death, March 1, 1877. The confidence reposed in him on all sides, and his disinterested willingness to serve, placed



Hon. Daniel H. Sterling.

him in uncounted positions of trust and responsibility of greater or less importance. No request for service of this kind was ever refused, no trust in him was ever disappointed. He was early and long interested in municipal affairs. In the years 1848-51, in 1853, 1858, 1870-71, he was in the Common Council. In 1855 and 1859 he was Alderman. In 1856 he was the choice of his party for the Mayoralty; in 1860-61-62 he filled the office—the third time he had no opponent in the canvass. In this thirteen years of service no suspicion of corruption, no blemish of his fair fame ever attached to him.

The years of his Magistracy were most trying ones to fall upon. Scarcely had he the reins of office fairly in hand, when the opening scenes of the great Civil War began to be enacted, and the intensity of his patriotism, and the promptness and decisiveness of the measures he took in the public interest, evinced how thoroughly he rose to the great emergency. Instantly upon the coming of the news of the firing upon Fort Sumter, he issued his call for a public meeting, and by his ringing words and his example, stimulated his fellow citizens to the raising of a large amount for the maintenance of the Union. Vigorous were his efforts throughout the period of his Magistracy to do all that was possible to promote the cause of law and order, and to uphold the defenders of the Government. The late Gov. Buckingham spoke warmly of his appreciation of the efficiency of Mr. Sterling's services at this time, in raising, equipping, forwarding and caring for the soldiers whom the city was called upon to furnish. He spared no exertion; he exhibited and inspired in others singular enthusiasm and energy. Among the War Mayors he earned an honorable place. Nor was his interest in the soldiers merely that of an official. His humane sympathies, his persistent friendship toward them personally, were conspicuously illustrated, and his interest in the public memorial of the fallen was unwearied down to the period of its completion.

It was not until many years after his death that even his own immediate family discovered the sum total of the large sums he had given for the Union cause. He gave freely and never told of it. This, like many other traits in the character of this modest man, made him beloved, honored and respected by all who knew him. His charities were unostentatious, numerous and generously bestowed, and he always manifested true sympathy. He was justly known and styled "a good-hearted man." He loved righteousness and justice, and hated iniquity. Of truth and honesty he gave a noble example; and the conviction in the public mind that he was incorruptible is a better heritage of a life than would be for fuller coffers, for broader lands, for nobler piles of buildings, than were his, without his unspotted name.

Daniel H. Sterling was six feet three and one-half inches tall, and distinguished in personal appearance. Like his ancestor, Captain Abijah Sterling, he was styled "one of Nature's noblemen." Mr. Sterling, during the war, called upon Abraham Lincoln. During the interview he and Mr. Lincoln measured their respective heights by standing back to back. The President was one-half an inch the taller. Mr. Sterling often spoke afterward of that measurement of height as an incident of which to be proud. He had the greatest and most profound respect and admiration for the martyred President, and never begrudged him that extra half inch. Daniel H. Sterling, like his father Captain Daniel Sterling, left the imprint of his energy upon his native city in many ways. It was he, when Mayor in 1861, who secured for the Police Department the first uniforms. Also the same year he brought to Bridgeport the first steam fire engine. This was done against great opposition of the old hand system department, and it was a struggle against odds to maintain steam fire engine No. 1 in the face of the majority of the community. Mayor Sterling, however, held out against the bitterest opposition and Steamer No. 1 became the nucleus of our present splendid fire system. Mr. Sterling, also, was the prime mover in securing the erection of the Soldiers' Monument.

Mrs. D. H. Sterling, his wife, was President, during the war, of the Soldiers' Aid Society. After peace was restored there were funds remaining in the hands of the Aid Society. This sum was used to start the fund to build a Soldiers' Monument. For ten years the Aid Society worked to raise a sufficient amount to build the monument. During this time Mr. Sterling gave personal attention to raising the fund to \$28,500, and the year before he died was present at the dedication. Mrs. Sterling laid the corner stone in 1866, and at the dedication in 1876 D. H. Sterling delivered the oration. Daniel H. Sterling was an ardent advocate for the establishment of our free public school system, and from the beginning to the day of his death was Vice-President of the Board of Education. He was one of the original stockholders of the first street railroad, and started the books for that corporation, which were kept according to the system as planned by him until the road passed into other hands. These are but part of the incidents during his public career. In private life he was devoted to his home and party. His tastes were in the lines of art, literature and music. He possessed a fine library and was fond of the broad, free and manly thinking authors. Of all books he loved one the best, and in his admonitions to his children used to say "Read the Good Book and stick to its teaching, then you will never go wrong." His widow and his three children still survive him—Julian H. Sterling, Mrs. Wm. E. Baillie and Mrs. Walter S. Baillie.

CHARLES BENJAMIN HUBBELL, one of the earlier and best known Mayors of the city, was in many ways a man of unusual ability and attainments. His memory is still cherished with sincere affection by a large circle of friends of his family, although but few of its immediate members are now numbered among the residents of Bridgeport. It was in 1852 and 1853, when the city was really in its developmental stage, that he held the position of Chief Executive, and in no small measure were the advances of that period due to his far-sighted wisdom and keen interest in all municipal matters. The following sketch, taken from the *Standard* of May 13, 1873, gives a brief *résumé* of his closing years, and alludes fittingly to his career: "The Hon. Charles Benjamin Hubbell died at the residence of his daughter, Mrs. P. M. Thorp, on Golden Hill, after a brief illness. He had been failing somewhat for a few months past, ception of a cold seemed to be specific disease, alarming signs of a few hours before he had lost his mental a remarkable de- worship a week ago North Church, had been constant

On Saturday he had borne men ever do, was and his once vigor- had lost the elas- had risen from pre- that he sunk grad- creasing weakness, quietly and pain- asleep in the full-

At the time Hubbell was prob- zen born here, and port grow from a to its present pro- last birthday, Hubbell was old, and those who member that his erect, his mind as ner as prompt as Bridgeport in what (then Mutton lane, street) eighty-four years ago, always living here and doing business here from the time he was nineteen years of age, identified with the place through all the active years of his business life, taking a large interest in its welfare and maintaining that interest to the last, even after he had retired from active life, he was a man universally known and respected, and whose loss will be very widely and generally felt and deplored.

He was engaged in active business for a period of nearly forty years, being in the general mercantile, shipping and dry goods business, and was noted during all that time for honorable dealing, sterling integrity, promptness and dignity of bearing. In the years 1852 and 1853 he filled the position of Mayor of the then growing city with efficiency and honor, and was at various times called to fill other positions of trust, the duties of which he always discharged with integrity and ability.



Charles B. Hubbell (Deceased).

but with the ex- and a cough, troubled with no and did not show weakness until a his death. He re- and bodily vigor to gree, and attended Sunday at the where his presence for many years. last it became evi- weight of years, hitherto as few telling upon him, ous constitution ticity with which it vious attacks, so ually under an in- passing away lessly, falling ness of years. of his death Mr. ably the oldest citi- he had seen Bridge- very small village portions. At his March 20, Mr. eighty-four years saw him then re- tall figure was as clear, and his man- ever. Born in is now Park avenue afterward Division

He was President of the old Pequonnock Bank for a number of years, and was a prudent and able financier. He was successful in business and retired upon a competency something over twenty years ago, but had personally attended to the details of his own affairs ever since, and never ceased to take an active interest in all matters affecting the welfare of the city. He attended the North Congregational Church all his life, and was for many years a member of that church, and always a regular attendant on the ministrations of the sanctuary.

He had no dread of death, but was sustained by the firm faith he ever professed, and expressed his entire willingness to go whenever the summons should come. He was a man of great benevolence and under a somewhat bluff exterior carried a large and warm heart, ever open to the appeal of suffering humanity, and was ever doing, in an unostentatious manner, deeds of kindness and charity, which endeared him to a wide circle of friends among all classes. Mr. Hubbell was twice married and by his first wife had a large family, most of the members of which are still living. His second wife survives him.

Although Mr. Hubbell had outlived the allotted three score years and ten by over a score, he had never, as is the case with many old citizens, dropped out of public notice or ceased to take an active interest in the affairs of his fellow men. His erect figure, dignity of manner and striking appearance, made him a man of mark wherever he went, and he was as well known perhaps as any citizen of the community. He was a man to whom may be applied most fitly the words of the great poet: "Take him for all in all, we shall not look upon his like again."

While the sympathy of the community will be freely extended to his family, he will be mourned, not as one cut down in the prime of life, but remembered and honored as one who, in the fulness of years with his life work well done and leaving an honorable record behind him to his children, and the community in which he had always lived, answered to the summons of his Master cheerfully, and was gathered like a full ear in the harvest.

After the adjournment of the Common Council last evening, news having been received of the death of Mr. Hubbell, it was announced by the Mayor, and resolutions of an appropriate character expressing the sorrow of the Council were passed, together with one that the Council attend the funeral in a body."

NATHANIEL WHEELER, son of David and Sarah (De Forest) Wheeler, was born at Watertown, Connecticut, September 7, 1820. He was a descendent, in the seventh generation, from Moses Wheeler, who came from the county of Kent, England, probably in 1638, received an allotment of land at New Haven in 1643, and was settled in Stratford in 1648.

David Wheeler, the father of Nathaniel, was a carriage manufacturer, and the son learned that trade, in which, while yet a minor, he acquired a high reputation for skill, ingenuity and good taste.

Upon reaching his majority, Nathaniel took the carriage business, and for five years conducted it successfully for his own account. Thereafter, he engaged in the manufacture of various small metallic articles, and by substituting machinery for hand labor, very greatly reduced the cost of production, thus early displaying that practical ability which marked his subsequent career.

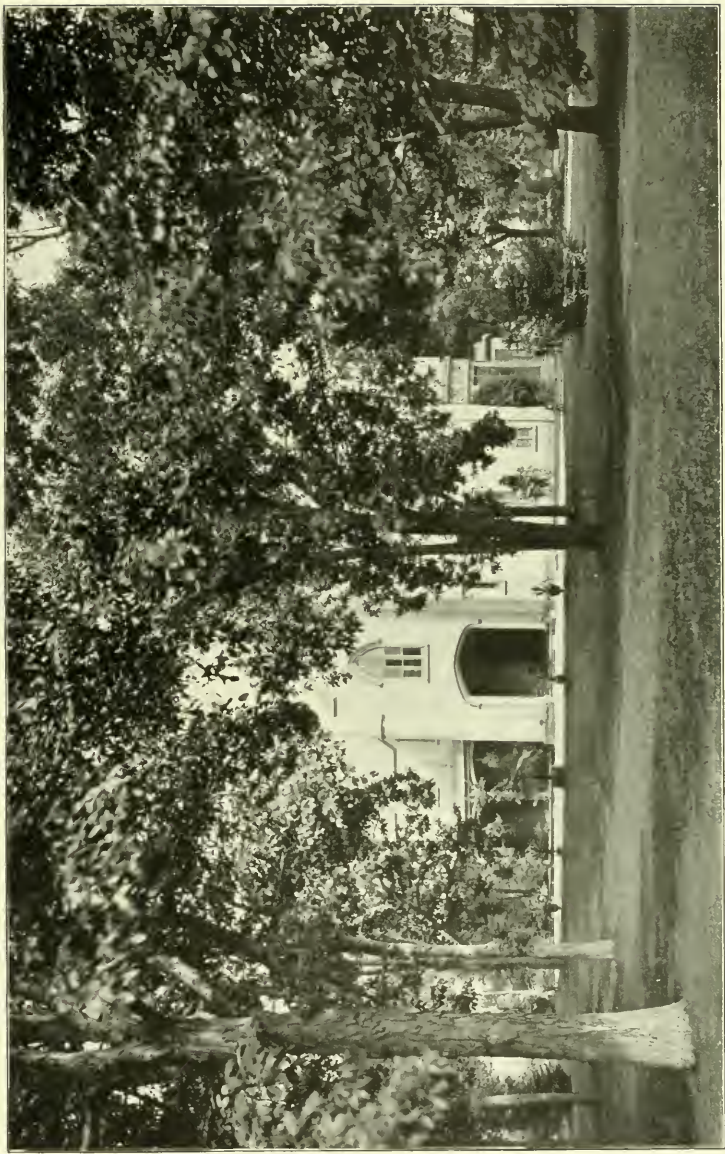
For the better prosecution of his business he formed, 1848, a co-partnership with Messrs. Warren & Woodruff, of the same town, under the firm name of "Warren, Wheeler & Woodruff." A new factory was built, and the entire management of the business was placed in the hands of Mr. Wheeler, who made it a thorough success from the start.

In December, 1850, Mr. Wheeler's attention was attracted to the earliest form of Allen B. Wilson's sewing machine, and with a keen foresight of possibilities, he contracted, in behalf of his own firm, to manufacture a considerable number of such machines. He engaged Mr. Wilson to superintend that branch of their manufacturing department, and soon after, arrangements were completed to make the manufacture of sewing machines a separate and distinct business. For this purpose a company was formed by Messrs. Warren, Wheeler, Wilson and Woodruff, under the style of "Wheeler, Wilson & Co.," Mr. Wheeler having charge of the mercantile department, and Mr. Wilson of the mechanical. Mr. Wilson soon invented material improvements in his machine, which were to a very great extent organized and put into practical shape by Mr. Wheeler.

The introduction of that machine, the original "Wheeler & Wilson," to the public, the placing of



A. Wheeler



RESIDENCE OF THE LATE NATHANIEL WHEELER, 18 GOLDEN HILL.

it in factories and the demonstration of its adaptability to use in families—all this was the personal work of Mr. Wheeler almost exclusively.

In October, 1853, the "Wheeler & Wilson Manufacturing Company" was organized under the general law of the state of Connecticut. Mr. Wheeler was made general manager of the company, and he held the office of President as well as General Manager from 1855 to the time of his death.

In 1856 the works of the Wheeler & Wilson Manufacturing Company were moved from Watertown to Bridgeport, and from that time forth Mr. Wheeler was a resident of this city, to the best interests of which he was zealously devoted.

Mr. Wheeler's lifework was most intimately connected with the origin and development of the art of sewing by machinery, in which he achieved a world-wide reputation. It may safely be asserted that credit for the progress made in that art during his life was due to Nathaniel Wheeler in a greater degree than to any other one man. In recognition of his services in this department of industry, he was decorated at the World's Exposition, Vienna, 1873, with the Knight's Cross of the Imperial Order of Francis Josef, and at the *Exposition Universelle*, Paris, 1859, he was made a Chevalier of the Legion of Honor of France.

In this connection should be made some mention of Mr. Wheeler's inventive ability, which, in itself, affords a proof of his versatility.

Mostly as sole inventor, but in some instances jointly with others, he took out patents for inventions in wood filling compounds, power transmitters, polishing the eyes of needles, refrigerators, ventilating railway cars, heating and ventilating buildings, and for a multitude of devices having relation to the construction of sewing machines.

His intelligence and activity were by no means confined to that enterprise with which his name is, and will always remain, indissolubly connected. He was at all times deeply interested in the affairs of his city and state. He was one of the incorporators and a trustee of the People's Savings Bank, a Director in the Bridgeport City Bank, the Bridgeport Hydraulic Company, the Bridgeport Horse Railroad Company, the Fairfield Rubber Company, the Willimantic Linen Company and the New York, New Haven & Hartford Railroad Company; one of the founders and the first President of the Seaside Club, and always an active member of the Bridgeport Board of Trade; a member of the Bridgeport Board of Education from its establishment until shortly before his death, and a member of the Building Committees of the Bridgeport High School and the Fairfield County Court House, the Directing Commissioner in the laying out and completion of Seaside Park, of which he was also one of the chief donors.

He was chiefly instrumental in putting Mountain Grove Cemetery into its present creditable form, and St. John's Church received from him its most munificent donations. He was a member and a liberal supporter of the Fairfield County Historical Society and the Bridgeport Scientific Society.

Mr. Wheeler was the most active member of the commission for the building of the state Capitol at Hartford, a magnificent structure, which is especially notable for the fact that it was completed without a stain of jobbery, and within the appropriation.

He served a number of years in the Common Council of the City of Bridgeport. From 1866 to 1872, inclusive, he represented Bridgeport in the House of Representatives, and in 1873 and 1874 he served with distinction as state Senator. It should be added that he repeatedly declined higher political honors than he ever consented to accept.

Mr. Wheeler was blessed with robust health until early in the autumn of 1893, when it began to fail, and after a painful illness he closed a life of intense activity and widespread usefulness on the last day of that year, at his residence on Golden Hill, in this city.

In 1842 Mr. Wheeler took to wife, Huldah Bradley, of Watertown, who died in 1875. By this marriage there were four children, two of whom are living—Samuel H., now President of Wheeler & Wilson Manufacturing Company, and Ellen B., wife of Edward Harrah, of Fairfield, Conn.

Mr. Wheeler's second wife, still surviving him, was Mary E. Crissy, of New Canaan. By this marriage there were four sons, two of whom, Archer Crissy and William Bishop, are now living, and reside in Bridgeport. The eldest son, Harry De Forest, died at the age of eighteen years. Arthur Penoyer, the youngest son, died in infancy.

As a business man, Mr. Wheeler was distinguished for his organizing and administrative abilities, his energy, enterprise, foresight, good judgment and fair dealing—qualities which were recognized not only locally, but throughout the civilized world. All officers, clerical employes and workmen of the

great corporation, of which he was for so many years the head, for the welfare of every one of whom he was deeply solicitous, were affected toward him with a feeling stronger than mere respect or admiration.

In public affairs he always had deeply at heart the best interests of his city, the state and of the nation, as he understood them, and to those interests he contributed no little thought, labor and money. In politics he was a consistent and thorough-going Democrat, but not an unreasoning partisan. He was a philanthropist of the best sort, unostentatious but beneficent to the last degree. A multitude of the poor know how great was his bounty in dispensing charity, but he never advertised his good deeds.

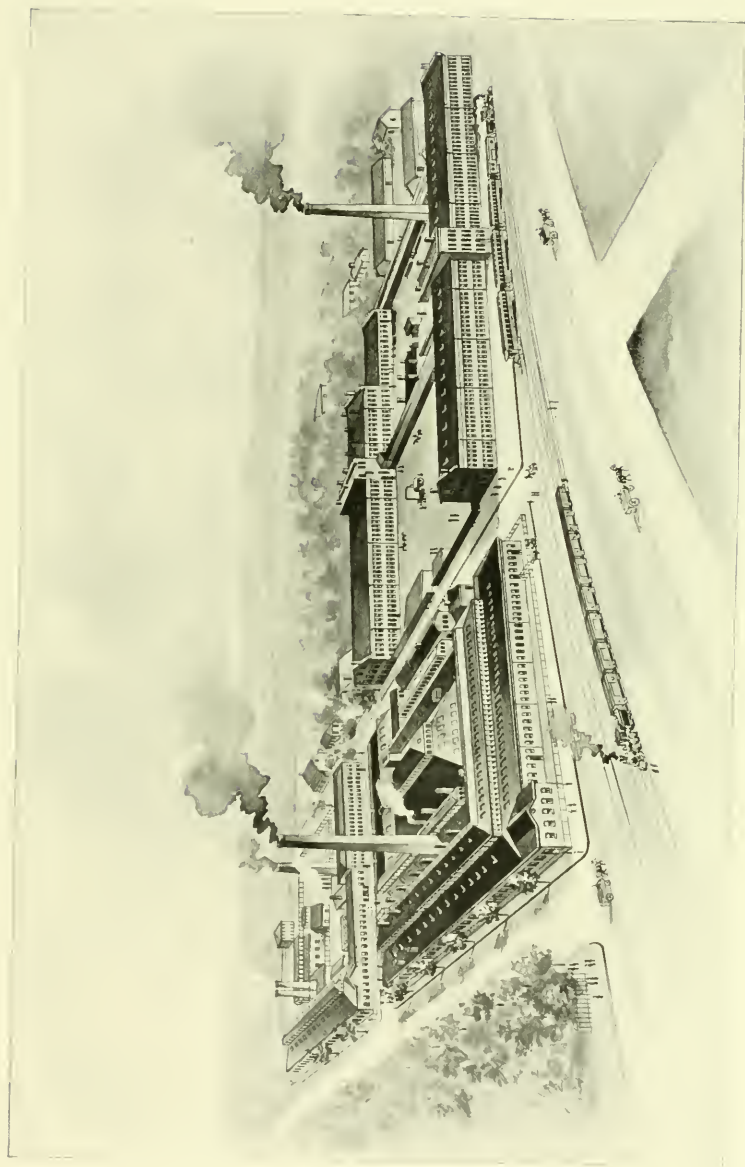
His natural but unostentatious dignity veiled an underlying geniality in companionship, which was revealed to his more intimate acquaintances, while all his purely social qualities were surpassed by his steadfastness and devotion as a friend. The record of his life is without a stain, and the world is surely better off for his having lived.

The beautiful residence on Golden Hill, in which he lived for so many years, and where he breathed his last, is now occupied by Mrs. Wheeler and her sons. The artistic taste of Mr. Wheeler is displayed in the interior appointments of the spacious dwelling, and in the treatment of the surrounding grounds. It is to be hoped that the homestead may long remain as it now is—an ornament to the city he loved so well.

WHEELER & WILSON MANUFACTURING COMPANY.—A complete history of the Wheeler & Wilson Manufacturing Company would involve a pretty full account of the origin and development of the art of sewing by machinery, but the salient points only can be touched upon in this sketch.

The sewing machine, perhaps the most important of all labor-saving devices, is essentially the product of American genius. Thomas Saint's machine, with its awl and notched-end needle, patented in England in 1790, the embroidering machine of Heilmann, patented in England in 1829, in which was used the double pointed needle invented by Weisenthal in 1755, and the embroidering machines of Thimonier, of France, patented in 1830, constituted not even a stepping-stone to the really practical sewing machine. Whatever may have been the actual merits of a sewing machine invented by Walter Hunt, of New York, about 1832-34, that machine died of neglect or inherent defects, and the strenuous efforts made some twenty years later to revive it, failed to galvanize it into life. All these and other experiments had been forgotten or abandoned when Elias Howe, after some years of experimenting, patented, in 1846, a sewing machine which constituted the first substantial step in advance. This machine, with its curved, eye-pointed needle for the upper thread, its shuttle carrying the lower thread, and its "baster plate" carrying the cloth suspended vertically, made the lock-stitch, but was defective in its operation and lacked one essential element of a really efficient sewing machine, namely a "feed" which would not simply enable the machine to sew a predetermined seam, but would allow the operator to change the direction of the seam at will.

In 1847, Allen B. Wilson (born at Willett, Cortlandt County, N. Y., October 18, 1824, died at Woodmont, Conn., April 29, 1888), then working at his trade as a journeyman cabinet maker, conceived the invention of a sewing machine. It is certain that at that time he had never seen a sewing machine, and it is said that he never heard of one. Late in 1848 he completed drawings of the machine at Pittsfield, Mass., to which place he had removed and found employment at his trade. On February 3, 1849, he commenced the construction of his machine, and about the first of the following April he had completed it, having done all the work with his own hands. Not being a practical mechanic, and lacking the proper tools for metal work, he was unable to produce a machine perfect in all respects, but it was operative and sufficient to illustrate the principles of his invention and demonstrate their practical value. In this machine he employed a curved, eye-pointed needle, a two-pointed shuttle, making a stitch at each forward and each backward movement, and a two-motion feed. This two-motion feed consisted of a horizontally reciprocating, serrated bar, at all times in contact with the cloth, moving the material forward at the proper time by the forward inclination of the teeth, and receding while the material was held in position by the needle before it was withdrawn therefrom. This was the first machine that contained a device answering to any extent the requirements of a feed which would permit the operator to control at will the direction of the stitching, and sew continuous seams of any required length, either straight or of any required degree of angle or curvature. Wilson built another machine on the same plan, but of better construction, in May of the



THE WHEELER AND WILSON MANUFACTURING CO.

same year, at North Adams, Mass. The United States patent for Wilson's first machine was issued November 12, 1850.

Finding his shuttle not altogether satisfactory, Wilson sought for a substitute, and soon produced a machine in which a rotating hook and reciprocating bobbin replaced the shuttle, and a segmental screw-thread feed took the place of the two-motion feed of his first machine. For this invention a patent was issued August 12, 1851, the same day on which a patent was issued to Isaac M. Singer for his first sewing machine. Not satisfied with this, he obtained, June 15, 1852, a patent for a sewing machine with rotating hook and stationary bobbin. In this last machine he introduced and described, but did not claim, his celebrated four-motion feed which, in some form or other, has been almost universally adopted. For this form of feed he obtained a patent, December 19, 1854.

The four patents last mentioned are all that were ever issued for Wilson's inventions relating to sewing machines, but they broadly covered the fundamental elements of the Wheeler & Wilson system of rotary hook, lock-stitch machines. The first practical sewing machines introduced into families were constructed conformably with Wilson's last construction.

The most ingenious inventors are not always good business men. The development of Wilson's inventions, the putting of this machine into good mechanical form, and making it an industrial and commercial success, were due almost entirely to the sagacity, energy and administrative ability of Nathaniel Wheeler.

At the time of Wilson's earliest inventions, Mr. Wheeler was a member and the manager of the firm of Warren, Wheeler & Woodruff, who manufactured various small metallic wares at Watertown, Conn. In December, 1850, while on a business trip to New York, Mr. Wheeler saw on exhibition one of Wilson's earliest sewing machines, the patent for which was at that time controlled by E. Lee & Co. Foreseeing great possibilities, he contracted to build five hundred of them at the factory of his firm, and engaged Mr. Wilson to act as Superintendent in their manufacture.

For good and sufficient reasons, however, all business relations with the New York firm were soon terminated, and the contract was never performed. Warren, Wheeler, Woodruff & Wilson now formed a copartnership under the name of "Wheeler, Wilson & Co.," for the purpose of developing Wilson's inventions, and for the manufacture and sale of sewing machines embodying his devices. They manufactured the original "Wheeler & Wilson" machine with curved needle, rotating hook, stationary bobbin and four-motion feed, and, mainly through the intelligent, energetic and persevering efforts of Mr. Wheeler, they made that machine a thorough success, not only in the household, but in light manufacturing.

After several hundred machines had been made and sold, this co-partnership was succeeded in October, 1853, by the Wheeler & Wilson Manufacturing Company, organized as a joint stock company under the general laws of the State of Connecticut, with a capital of \$160,000, the patents being valued at \$100,000, and the factory, machinery and stock on hand at \$60,000. Stock to the amount of \$70,000 was subscribed for at par by outside parties, who gave their notes therefor. The subscribers were never called upon to pay any part of these notes, which, as they became due, were all liquidated by dividends.

The officers of the Company at its organization were: Alanson Warren, President; George P. Woodruff, Secretary and Treasurer, and Nathaniel Wheeler, General Manager. Mr. Warren resigned his office in 1855, and was succeeded by Mr. Wheeler, who retained, nevertheless, his position as General Manager. In the same year William H. Perry succeeded Mr. Woodruff as Secretary, and he was made Treasurer also in the following year. Mr. Wheeler held the office of President thereafter as long as he lived.

In 1856 the Company removed from Watertown to Bridgeport, after purchasing the factory of the Jerome Clock Company at the latter place. Its works have since been increased until its factories now cover some eight acres of ground, and usually afford employment for about 1,200 men.

In 1864 a special charter was granted to the Company by act of the Legislature of the state and the capital stock was increased to \$1,000,000.

The old clock factory, with the additions which had been made to it, was destroyed by fire, December 12, 1875, and was immediately rebuilt on an improved plan.

It is now not quite fifty years since the first Wheeler & Wilson machines were put on the market, but within that interval of time, the art of mechanical stitching has wrought a great and beneficent revolution throughout the civilized world in some of the most important industries. Less than half a

century ago the same spirit which in 1841 actuated a French mob that destroyed the tambour-stitch machines of Thimonier, rendered it necessary to deliver sewing machines in the city of New York secretly, to escape violence at the hands of mistaken champions of the rights of labor, who maintained, and doubtless believed, that the introduction of such a labor-saving instrument would destroy the occupation of seamstresses. Where one seamstress was then employed, there are now scores of operatives at work with sewing machines on every kind of material capable of being stitched, turning out an immense product at greatly reduced cost, and receiving much higher wages than hand stitchers ever earned. During this time the sewing machines of the Wheeler & Wilson Manufacturing Company have undergone such transformations that, although the fundamental principles embodied in the inventions of Allen B. Wilson still underlie the Company's product of to-day, most of the Wheeler & Wilson machines of the present time would hardly be recognized as outgrowths from the original.

Single-needle, double-needle and multiple-needle machines for all kinds of cloth and leather work, button-hole machines, hem-stitch machines, zigzag and variety-stitch machines, with their endless variety of special appliance, are now among the daily products of the Company. Some of the machines are capable of making over 3,000 stitches a minute, in place of the few hundred stitches made in the same time a few years ago.

Among the inventors who have been instrumental in working these changes may be mentioned James H. House, George H. Dimond, W. F. Dial, A. Steward, F. W. Ostrom and Nathaniel Wheeler himself.

The executive officers of the Company at this time (July, 1897), are Samuel H. Wheeler, President; Isaac Holden, Vice-President, and Frederick Hurd, Secretary and Treasurer.

Mr. Wheeler, the President, was for many years at the head of the Company's house at Chicago, Ill., and was elected President soon after the death of his father, Nathaniel Wheeler, which occurred December 31, 1893. Mr. Holden has been connected with the Company more than twenty-five years, and Frederick Hurd more than forty years.

PHINEAS TAYLOR BARNUM was born in the town of Bethel, Fairfield County, Conn., July 5, 1810. He was a son of Philo Barnum, and the grandson of Ephraim Barnum, who was a captain in the War of the Revolution. His education was commenced at the district school at a very early age, his studies being conducted during the recreation hours, or when farm work no longer demanded his attention. Being averse to farm work, he became clerk in a store which his father had acquired, thus early commencing his business career. On the 7th of September, 1825, his father died, leaving his family penniless, and then young Barnum started into the world, securing employment with a mercantile firm at Grassy Plains, at six dollars per month. After numerous vicissitudes he returned to his native town the possessor of \$125, with which he started a fruit and confectionary store. The ambition of the youth to make money soon caused him to enter the lottery business (which at that time was legal in this state), and his success was unquestioned. He became an investor in several enterprises, until October 19, 1831, he founded the *Herald of Freedom*, of which he assumed the editorial management. His bluntness in different articles he had written caused his commitment for libel, and he languished in a prison cell for sixty days, receiving an ovation on his release.

In 1834 he sold his paper and moved to New York, and after being employed as a drummer for several firms, opened a private boarding house, at the same time purchasing an interest in a grocery store. The summer of 1835 was an important epoch in the career of P. T. Barnum, for in that year he began the business which has made his name a household word in all civilized nations.

Of the career of this remarkable man as an amusement manager little need be said, but we may as well chronicle the fact that the genius displayed in his powers of organization, foresight and keen business perception, places him on the pedestal of fame, side by side with the world's greatest soldiers, statesmen, litterateurs and men of science. P. T. Barnum's financial career was not always a pleasant one, but the wonderful grit and nerve which the man possessed overcame all obstacles, and the depths of misfortune would soon be left far behind. The winter headquarters of the show that still bears his name is located at Bridgeport, and the buildings and grounds are annually inspected by thousands. Politically Mr. Barnum was a Democrat previous to the breaking out of the War of the Rebellion, but after that period and up to the time of his demise he was a Republican. He was elected to the General Assembly of Connecticut, from the town of Fairfield, in 1865, and from Bridgeport in 1877. In 1875 he was elected Mayor of Bridgeport, and as he always had the best



Phineas Talyor Barnum.



Roland B. Lacey.

interests of the city at heart, it is needless to say that his administration was eminently successful. The improvements in the Park City during the past decade can easily be traced back to the pioneer hand of this generous gentleman. The beautiful Seaside Park was a creature of his fertile brain, and through his influence and generosity the idea soon became a reality, so that Bridgeport can, without question, claim the possession of the most beautifully situated park on this continent. He also secured to this city the beautiful Mountain Grove Cemetery. He has laid out many streets and planted hundreds of trees in Bridgeport proper, built blocks of houses, many of which he sold to mechanics on the monthly payment plan, thus providing a home for the thrifty, with as little cost as would be the payment of rent.

Iranistan, P. T. Barnum's first residence, was destroyed by fire in 1857; subsequently he built a residence named Lindencroft, removing to Waldemere, his beautiful home by the sea, in 1869, which was in 1889 removed to make room for Marina, which remains to remind us of the great man who has passed from our midst, but whose memory still lingers. November 8, 1829, Mr. Barnum united in marriage with Charity Hallett, a native of Bethel, by whom he had four daughters, she passing away November 19, 1873. In the autumn of 1874 he married the daughter of his old English friend, John Fish, Esq., who still survives him. Bridgeport, with its many handsome gifts (notably the Barnum Institute of Science and History) from this eminent man, will revere his name for generations to come; and in all cities, towns and hamlets of this, or any country, the citizens will remember P. T. Barnum and his Greatest Show on Earth, when all else is forgotten.

ROWLAND B. LACEY. On March 31, 1897, there passed away one of the oldest residents of Bridgeport, a man who had been closely identified with the city's life and who left behind him an enviable reputation, to be cherished by all who knew him. News of the death of Deacon Rowland B. Lacey came as a severe shock to the community. Honored, beloved, in the fullness of years and with his work well done, he bequeathed to the city with which he was for so long connected, the memory of an exemplary character and a well spent life. Politically he had borne many honors; socially he had attained to a prominent position; in religious affairs he had long been recognized as a true and devoted worker. Few citizens of Bridgeport were more generally known and none commanded more fully the esteem of his acquaintances. A faithful and efficient public official, an industrious and far sighted man of business, a consistent member of the church, constant in good works, the place of Deacon Lacey in the community will never be filled. The death of Deacon Lacey was a great surprise. Few knew that he was ill, and those who did had but a faint idea that his condition was serious. Only the week before he passed away, he had been about the city attending to business matters. A cold developed into bronchial pneumonia and death ensued.

Rowland Bradley Lacey was the only son of Jesse and Edna Munson Lacey. He was born at the old homestead in the town of Easton, April 6, 1818. His education was in part acquired in his native place, attendance at school being alternated with farm work after the manner of so many of our New England youth in the earlier days. At a later period he was a pupil at Eli Gilbert's select school in Redding, and from there he went to the Easton Academy. This latter institution was famous in those days. Before he had attained the age of sixteen he had become a school teacher in his native town. In April, 1836, Mr. Lacey, at the age of eighteen, moved to Bridgeport, at that time merely a borough of some 3,000 inhabitants. With its progress from then up to the present year he was thoroughly familiar. His acquaintance with the history of Bridgeport was extended and minute, and his writings upon historical subjects, largely of a biographical nature, form an important part of the data of the city's history. After his arrival in Bridgeport Mr. Lacey became assistant postmaster, a position which he held for a period of almost four years. When the Housatonic road was opened in 1839, he secured the responsible position of agent here, and had an active concern in handling the large amount of freight sent over the line in the following five years. In 1844 he resigned, accepting the position of bookkeeper in the saddle factory of Harrall & Calhoun, and was shortly appointed its assistant manager. In 1853 he became a member of the company and continued through the changes in the firm which followed until it was obliged to go out of business during the war. During the ten years, from 1840 to 1850, Mr. Lacey was actively in service as a member of the volunteer fire department. Successively he performed the duties of call-man, foreman of Company No. 1, and assistant chief engineer. In 1848 he drew a by-law organizing the department in better shape. This was adopted and continued in force until the paid department was inaugurated in 1870.

At an early period Mr. Lacey took an active interest in politics. In 1848, 1852, 1853 and 1864 he was a member of the Common Council. In the year 1870 a trip to other cities to investigate the manner of conducting their financial affairs was taken, and resulted in Mr. Lacey, in conjunction with the late Francis Ives, drawing up the plan which has since been followed. In 1871 he was chosen city auditor for a period of three years, and at the close of his term he was re-elected, holding the position continuously until 1883. During this time he served as clerk of many different commissions, among them those having charge of roads, bridges, streets, sewers and parks. He also frequently served upon committees to appraise benefits and damages from public improvements. In 1873 Mr. Lacey originated the compilation and publication of the *Municipal Register*, which has ever since been issued regularly every year. In 1876 he was put in charge of the sinking fund, of which he had the management almost continuously from that time until his death. In addition to this he had charge of many large estates,



James H. McElroy.

and his conservative methods and keen judgment did good service to those dependent upon him. In earlier years he also took an active interest in school matters, and was largely instrumental in bringing about the agitation resulting in so great an improvement of the school system. Mr. Lacey was for many years Secretary of the Board of Trade, in which position he worked faithfully. At the time of his death he was President of the local society Sons of the American Revolution, and was for several years on the Board of Managers of the State organization. He was also Treasurer of the latter. It was soon after coming to Bridgeport that Mr. Lacey was connected with the First Congregational Church. From that time until his death he was one of its best known members. Active in every department of its work, he held the different positions in the Society and Sunday school, and in 1850 was chosen Deacon. This office he filled until his death. Mr. Lacey's interest in historical work and his patient industry, made him a valuable member and officer of the Fairfield County Historical Society, of which he was President from its inception. For thirty years he contributed historical and biographical articles to the columns of the daily press. Mr. Lacey was thus active in all things tending to the upbuilding and maintenance of the good name of Bridgeport and

the furthering of its prosperity. His memory will be preserved to admire and emulate.

JAMES H. McELROY.—That unremitting toil, coupled with ability and a pleasing personality sometimes earns a fitting reward, is exemplified by the life of James H. McElroy, at present Collector of the City of Bridgeport, who in April last, received a vote larger than ever before cast for a Republican in the municipal election. The handsome majority by which he triumphed over his opponent, carrying every district in the city, was a most eloquent tribute to his popularity, and was all the more deserved, because comparatively unsought.

Mr. McElroy was born in the city of New York, on September 22, 1854, but has been a resident of Bridgeport for nearly all his life, his parents removing here when he was less than two years of age.

Since then he has been known as boy and man to by far the larger portion of the city's residents, and has enjoyed the esteem and confidence of all with whom he has been thrown in contact.

As a lad he attended the public schools, but leaving them at an early age, secured a position by means of which he ultimately rose to his present station in the commercial world of the city. After serving a year and a half as an apprentice in the office of the *Standard*, he connected himself with the old firm of Crane & Hurd, to the business of which John Hurd succeeded.

There he remained for eleven years, rising to the position of Chief Bookkeeper, and in 1881, with his brother John and Hicks Griffin, formed the firm of Griffin & McElroy. The concern established a large and prosperous wholesale meat and provision business, and in 1890 Mr. Griffin withdrew, the firm then becoming McElroy Brothers, with Harry A. McElroy as an added partner. It is now recognized as one of the most progressive in the state, and being general agents for the goods of the Cudahy Packing Company, of South Omaha, Neb.

In 1889 Mr. McElroy was appointed to the Board of Charities by Mayor Robert E. DeForest, and later reappointed by Mayor W. H. Marigold and Mayor W. B. Bostwick. In 1896 he was elected President of the Board, in which position he served with the same zeal and fidelity as had characterized his previous work in connection with the discharge of the tasks of this Board, which deals with so many delicate problems requiring the exercise of more than ordinary tact and discretion. In the spring of the present year, he was unanimously nominated for the position of Collector, upon the Republican ticket, and triumphantly elected, soon afterward retiring from the Board of Charities, much to the regret of all his colleagues.



Levi W. Eaton.

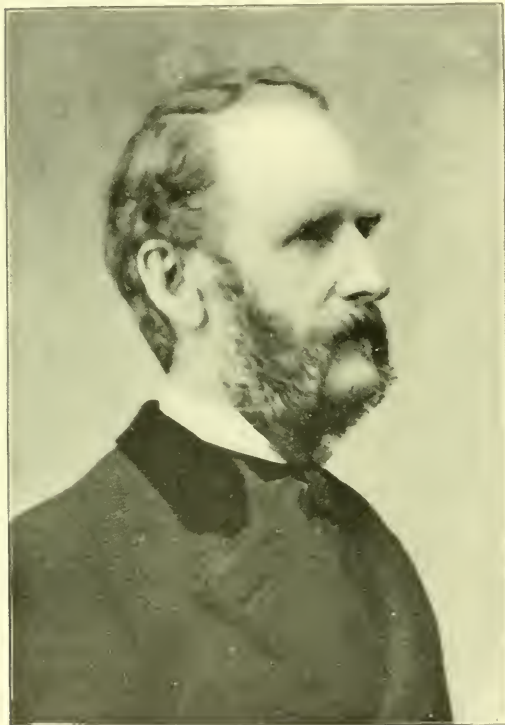
LEVI W. EATON, manufacturer, is one of the old residents of Bridgeport, having come to this city from Springfield, Mass., the city of his birth, forty-one years ago. For thirty-four years he was a contractor with the Wheeler & Wilson Company, and has been with the Bridgeport Electric Company since 1891. He was also a Trustee of the old Bridgeport Savings Society. He is a member of the Seaside Club, and has been a member of the South Congregational Church since 1860. In politics he has always followed the fortunes of the Republican Party. Mr. Eaton has been twice married, first, January 12, 1872, to Miss Ellen Doten, and second to Miss Mary L. Hawley, on January 10, 1888. He has no children living.

FREDERICK JOEL LOCKWOOD.—During his whole life the subject of this biography was a resident of Bridgeport, being born October 13, 1850, and dying August 6, 1896. With a public school and business college education, he entered the Bridgeport Savings Bank and remained with it for the long period of twenty-one years, later engaging in the banking and brokerage business on his own account. This he relinquished after carrying it on a year or two, private affairs taking the greater

portion of his time. Mr. Lockwood married Miss Elizabeth Chapelle Wordin, daughter of Thomas Cook Wordin, Jr., February 14, 1884. In boyhood he attended the First Presbyterian Church, but during his later life the First Congregational. He was a Republican in politics.

EDMUND VINCENT HAWES was very prominent in Bridgeport business circles from the time of his arrival in the Park City, April 27, 1864, until his demise, March 14, 1888.

E. V. Hawes was born in the town of Sherman, Conn., in 1824, and after being educated in the Academy of his native town, commenced life as an instructor of the young. Being of an active disposition, the profession of pedagogy seemed to pall upon him, and he then engaged in the pursuit of agriculture. Arriving in Bridgeport in the year above-mentioned, Mr. Hawes became associated with



Edward V. Hawes.

Minot S. Giddings in the wholesale tobacco and grocery business; taking a great interest at the same time in real estate. In the early seventies the rapid growth of the city opened up a great field for the shrewd manipulator of realty, and Mr. Hawes (sacrificing his interest in the grocery and tobacco business) then embarked wholly in the sale and rental of city property. Hawes Opera House on Fairfield avenue stands as a memorial to the enterprise of the subject of our sketch, and as a temple of amusement ranked, (at the time it was dedicated), with the best in the country.

The Board of Trade in this city owes its origin to this gentleman, to which body all of Bridgeport's growth since that time is due. Mr. Hawes was a Democrat from a Jeffersonian standpoint, and a beloved member of the North Congregational Church. Miss Mary E. Green, of New Milford, was espoused by him in 1846; passing from this life in the year 1853; leaving three children (Chas. S., Sarah E. and Mary E.) In 1855 he took unto him a second wife, in the person of Hulda Marsh, of New Milford; three children being the result of this marriage, (Ella C., Cora A. and Arabella E.)

GEORGE RICHARDSON, Superintendent of the Bridgeport Hydraulic Co., is the only son of the late Joseph Richardson, of New York, and was born in Brooklyn, N. Y., March 5, 1847. He received his education in that city, and at an early age became connected with the Bridgeport Hydraulic Co., after which he spent his summers in this city until 1869, when he was made Superintendent of the Company, a position which he has held ever since. Very few men in business in Bridgeport to-day are more widely known than Mr. Richardson, and his thorough knowledge of the plant of the Hydraulic Company, having "grown up with it," as it were, his skill in handling men and his energy and industry have been of great advantage to the company. He has also a marked inventive faculty, and several of his patented inventions are quite valuable and in extensive use.

Mr. Richardson married Miss Rose Hoge of this city, in 1869, and they have one child, a daughter. They live in a pleasant home near Seaside Park, one of the most attractive portions of the city. Mr.



George Richardson.



Frederick Joel Lockwood (Dec'd).

Richardson has always had a liking for clubs and fraternal organizations, and belongs to many. He is a thirty-second degree Mason, and has been officially prominent in Corinthian Lodge, F. and A. M.; Pyramid Temple of Shriners; Hamilton Commandery, Knights Templars; and the order of the Eastern Star. He is a member of Mythra Lodge, Knights of Pythias; Pequonnock Lodge of Odd Fellows, and Stratfield Encampment, of the Bridgeport Scientific and Historical Societies, and is an agent of the Connecticut Humane Society for this city.

He was one of the members of the old Eclectic Club, the first successful social club in the city, organized in 1870, and has been for several years a member of the Seaside Club; also of the Algonquin Club and the Park City Yacht Club. At the recent session of the Legislature, Mr. Richardson was appointed one of the Trustees for four years, of the Connecticut Industrial School for boys. Mr. Richardson is a member of the vestry of Christ Episcopal Church, and a liberal supporter of the church. He is a Republican in politics, and his circle of friends is practically limitless.

SAMUEL RUSSELL WILMOT.—The subject of this sketch, who died February 4, 1897, in his sixty-eighth year, was for many years one of Bridgeport's representative men.

Mr. Wilmot was born in London, England, on June 28, 1829. He came from good old English stock, and was closely allied to the English nobility, being a lineal descendant of Sir John Eardly Wilmot. His grandfather, Samuel Wilmot, was a surgeon in the British Army, and came to America during the Revolutionary War, being taken prisoner at the Battle of Bunker Hill. Before an exchange was effected he met General Washington, and became his ardent admirer.

Mr. Wilmot's father was also a physician and surgeon. He came to America in 1837, bringing his family, four sons, one of whom was drowned during the voyage, and one daughter, Eliza Eardly Wilmot, who is now the sole survivor of Dr. Wilmot's immediate family, and who is a resident of this city.

The sudden death of Dr. Wilmot precipitated a crisis in the affairs of his young family, which was forced to commence a struggle for existence; to that fact may be traced in a large degree, the development of those sterling qualities which subsequently formed the general characteristics of the subject of this sketch, and made him the mainstay of his family and the strong mental and physical man he became in after years. Mr. Samuel R. Wilmot was by nature a vigorous, manly, self-reliant character to a degree that few men possess, and which eminently fitted him for the exciting experiences of an unusually active American business life. He was energetic and exacting in business, but generous in all his transactions, especially to those in his employ who could, from first to last, have been counted by thousands.

Mr. Wilmot's trend of mind was essentially mechanical and inventive. During his life he obtained about one hundred patents for his inventions from the United States Government, many of which were patented in England and other foreign countries.

His first conspicuous invention was a portable steam sawing machine for felling forest trees and sawing them into lumber in an incredibly short space of time. The machines were easily moved from one location to another. At the outset they were manufactured by Fairbanks & Co., of Brooklyn, N. Y., of which concern Mr. Wilmot was a member, having surrendered his patents for the transfer of their estimated value in the capital stock of the company. Later on disaster came to the company, and the entire thing, with the patents, passed into the hands of parties in New Orleans, Louisiana, Mr. Wilmot thereby meeting with a crushing reverse in his early business career. This experience came in 1856, but had little effect upon his *indomitable will*—his vocabulary contained no such words as *ultimate failure*, and obstacles always aroused determined and persistent effort that was able to "make a thing, and make the thing to make it." His inventive genius was never at rest. A prominent business at this time was the manufacture of hoop skirts out of whalebone—the material soon became too scarce to meet the requirements of the business, and Mr. Wilmot conceived the idea of substituting steel spring metal for whalebone, which proved so successful that he derived a large and profitable income from it, the result of which gave him the financial basis for the more extensive business enterprises that followed. It was in 1859 that he started a brass business in Brooklyn, soon after taking with him a younger brother. Daniel W. Kissam, afterward one of Bridgeport's solid citizens, became his bookkeeper, and later on put a small amount of money into the venture, with the privilege of withdrawing it in a year if he so desired. But the prosperity of the business warranted a

larger plant, and in 1865 they removed to this city and organized the Bridgeport Brass Company, the present extensive works of the company testifying to the success of that enterprise. All the plans for the new plant and the provision for its prospective possibilities were arranged for and drawn by Mr. Wilmot's own brain and hand. He was President of the Company for many years, Mr. Kissam being Secretary. After retirement from active connection with the Bridgeport Brass Company, Mr. Wilmot spent several years in experimenting with details for larger schemes, meanwhile patenting various small inventions that brought him many thousands of dollars. He concentrated his thoughts upon a new calorific engine with a system of tubing suggested by the intestinal principles of the human body, and while constructing a large model of it there came a necessity for steel of different quality than he could buy, and a need for tubing with a seam so perfect that it must be invisible. From this grew a large business and the postponement of his larger scheme. After six years of hard work and much expenditure of money, he had completed a cold rolling mill for steel, all the details being done under his personal supervision and according to original ideas of his own. In 1884 he organized the Wilmot & Hobbs Manufacturing Company, whose extensive works form one of the largest business plants in our city. The Cold Rolling Mills are situated on Hancock and Railroad avenues, and the Hot Rolling Mill on Howard avenue and the sound. On the night of February 4, 1895, the Cold Rolling Mills were burned to the ground. It was a catastrophe which would have disheartened any other than a man of irrepressible determination, such as Mr. Wilmot possessed, but he met the disaster with the spirit of a man that no misfortune could conquer. The *magnitude* of the disaster can be more fully realized when it is stated that Mr. Wilmot was in advanced years and declining health, and that it occurred in severe midwinter weather and in exceedingly depressed times for business. The fire destroyed machinery, and the patterns and drawings therefor that had been the work of years to accumulate. Notwithstanding all these facts, steps were immediately taken to rebuild the ruined works, with the result that in three to four months after the fire, a substantial fireproof structure had arisen in the place of the old, with greatly increased facilities for handling the extensive business. At the time of Mr. Wilmot's death he had in development several mechanical ideas which were designed to add to the already completely appointed plant, the perfecting of which devolves upon his son, F. H. Wilmot, who is his successor as President of the Wilmot & Hobbs Manufacturing Company.

Mr. Wilmot was happily married in 1855 to Sarah M. Guernsey, of Watertown, Conn., who came of an old family whose ancestors settled in Connecticut in 1663. Of the children born to Mr. and Mrs. Wilmot, three are living, and reside in this city—Florence Eardly, wife of W. F. Hobbs, of Clinton avenue; Frank A., also resident of Clinton avenue, and Ethelyn M., wife of Percy L. Bryning, residing on Poplar street. Mr. Wilmot's wife survives him, and lives at No. 105 Stratford avenue.

For many years Mr. Wilmot was a member of the First Congregational Church of this city, being one of its Deacons for twelve years. Some time ago he recognized the need of religious privileges in the neighborhood where he resided, and purchased a property on East Main street, near Stratford avenue, on which he erected a church building and parsonage. A society was formed called the Berean Church, which has steadily grown, and has been a blessing to many people. The ownership of the buildings is now in the hands of Mrs. Wilmot.

Mr. Wilmot was the first President of the Christian Alliance, of which Rev. A. B. Simpson, of New York City, is the moving spirit, and to this cause Mr. Wilmot gave liberal financial aid. His private charities were numerous, and the substantial aid he was wont to give to young inventors by his quick insight into the value or uselessness of their inventions brought men from far and near to ask for his counsel.

In politics Mr. Wilmot was a staunch Republican, but was too absorbed in business to seek either social or political preferment, but by his death Bridgeport lost an esteemed representative citizen, the poor a reliable friend, and religion a worthy advocate and devoted worker.

THOMAS PORTER TAYLOR was born in Philadelphia in 1857. His father was a Presbyterian clergyman. Through his mother he is a descendent of General Andrew Porter, a distinguished officer of the War of the Revolution.

He received his education in schools of Philadelphia and Brooklyn, graduating from Packard's

Business College in New York in 1875. After working as a clerk in New York for two years, he came to Bridgeport in 1877 as bookkeeper in one of our local corset factories. Mr. Taylor's experience in Bridgeport shows what can be accomplished by a young man of ambition, brains and pluck. He began early to invent and patent many useful articles in the line of corsets and other similar goods, and perfected machinery for making them. He has taken out nearly 100 patents, many of which have been successful. His invention of the Taylor Folding Bustle, ten years ago, gave him also a national reputation. Five years ago he started in business for himself, making dress steels, hose-supporters, bustles, and many other staple notions for women's wear. The business has grown steadily, until now he is the recognized leader in his line. At his factory on Harrall avenue more than 400 men and women are steadily employed. He is a shrewd advertiser. Besides attending closely to the details of manufacturing, he visits all of the large western and southern cities at least twice a year, and thus meets personally the largest buyers of his goods.

Personally, Mr. Taylor is genial, frank and outspoken. He is president of the Algonquin Club, a member of the Seaside and Country Clubs, Board of Trade, St. John's Lodge F. and A. M., Hamilton Commandery, K. T., Lafayette Consistory 32d degree, Pequonnock Lodge I. O. O. F., Sons of the Revolution, and other societies.

Politically he has always been a Republican, and stands high in the councils of that party. For many years he has been a member of the Executive Committee of the Republican Club. A member of the Common Council in 1882-83, and again in 1892-93. He is a forceful speaker and ready at debate. In 1893, as a member of the Railroad Committee, he led the minority and succeeded in defeating the plan of the N. Y., N. H. & H. R.R. Co., to depress their tracks west of Park avenue.

In 1895 he was appointed a member of the Board of Police Commissioners, and served there faithfully and well till the spring of the present year. It was then that he was elevated to the position of honor and responsibility, which he now holds.

For many weeks prior to the holding of the Republican Convention, it was the prevailing sentiment in the party that no stronger man could be named for the Mayoralty than Mr. Taylor. While a staunch Republican he had won many friends outside the ranks of his own party and enjoyed the respect of all who admired political integrity and independence.

Accordingly, when the proper time arrived, he was unanimously placed in nomination, and after a vigorous campaign was elected by 1,192 in the face of a normal Democratic majority of 1,200.

Mayor Taylor entered upon his term with a firm determination to make his administration one of which he might be proud at its close. As was only natural he encountered obstacles, but these he is one by one overcoming, and with his determination is certain to perform a work that will long be remembered.

One of the watchwords of his campaign was good roads, and since his election he has persistently



Thomas P. Taylor, Mayor of Bridgeport.

and consistently fought for them. Incidentally he has compelled the Board of Public Works to discharge its duties in a more prompt and efficient manner than has been the case in some time previous. It is his aim to give the city a business man's administration, and in the accomplishment of this purpose he is leaving no line of action and progress unoccupied.

ZALMON GOODSSELL.—It is eminently fitting that so active a man as President Zalmon Goodsell, of the Bridgeport Board of Trade, should be sprung from an old English family, which for many generations has been active and prominent in affairs both civic and military.

In the thirteenth century John Curtis, gentleman, was a resident of Matestack, County of Warwick, England, and from him is the descent of the Goodsell family of this city traced. Pilgrim John Curtis, who was his descendant, sailed from London on September 16, 1632, in the ship "Lion," arriving later in New England. From him was descended Epaphras Goodsell, who was one of the soldiers of the nation in the War of the Revolution. He was born in 1742 and was descended on his mother's side from Governor Thomas Wells, one of the leading men of the Hartford Colony. He enlisted in May, 1776, in Captain Dimon's Company of Fairfield, being promoted to Sergeant. In this company were also his three brothers.



Zalmon Goodsell.

Sergeant Goodsell re-enlisted January 1, 1777, with Capt. John Mills' Company in the second regiment, Connecticut line, commanded by Col. Charles Webb. This regiment was present at the battle of Monmouth, where he earned the commendation of his officers. This regiment also wintered at Valley Forge with Washington's troops, and experienced all the sufferings and hardships of that terrible winter. Epaphras was the son of the Rev. John Goodsell, who graduated from Yale College in 1724.

The Rev. John Goodsell was the youngest son of Thomas Goodsell, first of the name in this country. John was born in East Haven, a parish of New Haven, December 21, 1706. His mother, Sarah Hemingway, was an elder sister of Jacob Hemingway, graduated from Yale 1704, the earliest student of the college, and the earliest minister of East Haven. He, John Goodsell, was ordained May 18, 1726, pastor of the church, in the north-west parish of Fairfield, Conn., later known as Greenfield. He continued here for thirty years and died December 26, 1763. He married, July 20, 1725, Mary, daughter of Captain James Lewis, of

Stratford, Conn., they had many children. Rev. John Goodsell organized the Greenfield Hill parish, and during the past year memorial windows to his memory have been donated and put in place in that church by one of his descendants.

Zalmon Goodsell, grandfather of the subject of this sketch, was a son of Epaphras Goodsell, and his son was Epaphras B. Goodsell. The latter was for eight years (1853-61) Postmaster of Bridgeport, and served as Mayor in 1871-72-73.

Epaphras B. Goodsell removed to this city soon after the birth of Zalmon, which took place at South Kent, March 19, 1845. His wife was a member of the Butts family of pioneers, descendants of the old Elliott family, who were among the earliest settlers of this country. To her careful training is to be ascribed much of the success which has since attended Zalmon's efforts in life. He was named after his grandfather, being his favorite grandchild, and spent many years of his boyhood at his father's old Brookfield home. Zalmon's first schooling was at Brookfield, the home of his grand-

father, where he attended the little red district school. Afterward he returned to Bridgeport and went to the high school, Mr. E. F. Strong, principal, and finished his education at the school of the Rev. Mr. Noble, at Brookfield. His father's desire was that he should study for the ministry, but Zalmon had an inclination for business life, and, when his studies were completed, he returned to Bridgeport and entered the grocery store of Andrew Nash, as a clerk. Next he took charge of the news stand at the railroad station, and while there he served with papers such men as the late Hon. Nathaniel Wheeler and Hon. William D. Bishop, both of whom befriended him in his early business career.

Through Mr. Wheeler he became an assistant to Frederick Hurd at the factory of the Wheeler & Wilson Company, but he saw a business opening with the late Wheeler Beers, and entered into business with him, at the end of the year purchasing the business through the assistance of Wm. D. Bishop. In later years the firm became Bradbury, Goodsell & Wilmot Company, and in 1875 Mr. Goodsell withdrew and engaged in business independently. He first located upon Fairfield avenue; from there he removed to Main street, and later to his present spacious quarters upon Water street. In addition to his regular business of steam heating and plumbing, he has built up a large fire insurance and real estate business, and has always been active in city matters. He has also been interested in a number of manufacturing concerns which have located in this city, and has made his way in the world by his individual industry and ability.

Politically Mr. Goodsell has always been an ardent Democrat, and was appointed by Mayor R. E. DeForest, a member of the Board of Public Works, where he served for four years. Five years ago he was unanimously nominated for Mayor by his party, but, with all others upon the ticket, suffered defeat, and in 1894 ran for Senator, though defeated in common with all his colleagues. It was in the same year that his name was prominently mentioned throughout the state as a candidate for Governor, and was greeted with much praise, eliciting favorable comment from the press everywhere. Last fall, with many other good Democrats, he became a member of the National Democratic Party, being one of the delegates from Connecticut to the Indianapolis convention.

If Mr. Goodsell possesses any hobby it is the Bridgeport Board of Trade, with which he has been connected ever since its organization. He has been one of its most active members, serving upon all the important committees, being a continuous member of the Executive Committee, and in 1893 was chosen President and refused a re-election, but in January of the present year he was again elected to that office. During his administration the life of the Board has been characterized by unusual activity and he has done much to make it a thoroughly progressive and up-to-date body. He has also been a member of the State Board, being Chairman of the Legislative committee on good roads, and several times appeared before the committee of the Legislature to advocate matters in which the Board was interested, and more particularly the improvement of public highways. He also represented the Board at the recent Pan-Anglican conference and opening of the Philadelphia museums.

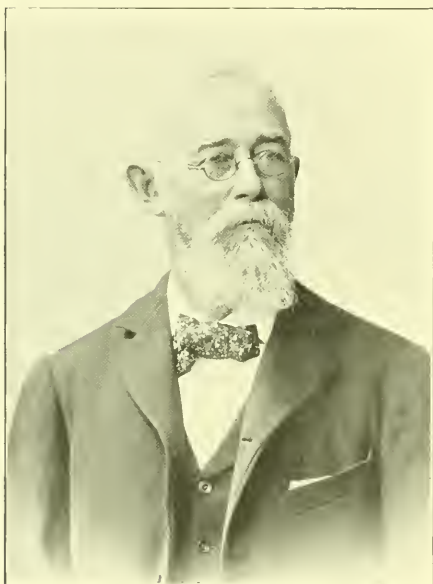
It was in connection with the Board of Trade's annual banquet that he first won his laurels as a toastmaster, and since then he has added greatly to them. He has presided at banquets of the Sons of American Revolution, the Royal Arcanum, the United Workmen, and many other organizations. At presentations and flag raisings he has been a prominent figure, and many times has been called upon to participate in the awarding of school prizes, or to give cogent words of advice to the pupils in the public schools. At the Newtown celebration on July 4, 1895, he was one of the leading participants.

As a representative of the Board of Trade he has visited conventions, both state and national, spoken at Fall River, Hartford, New Haven, and addressed the members of the Meriden Board of Trade by invitation, upon the subject of "Boards of Trade, their uses, and how to conduct them."

In the progress of Bridgeport, he has ever been interested and did herculean work in carrying to success the Centennial and Columbus celebrations, the latter of which netted a fund of about \$2,500 for the Board of Trade.

To him does the Builders' Exchange owe a debt of gratitude for its present prosperous condition. When he was elected its President the Exchange contained but ten members, and during his term of office he increased the membership roll to over eighty, including every branch of the builders' trades in the city, and represented the association as delegate to the National Association of Master Builders held at Baltimore.

Mr. Goodsell is a member of Corinthian Lodge, F. and A. M., and at present Captain-General of Hamilton Commandery, Knights Templars. He is a thirty-second degree Mason, and a member of the Connecticut Masonic Veterans' Association and Pyramid Temple. He is also a member of Pequonnoek Lodge, I. O. O. F.; Queriheag Tribe, I. O. R. M.; Nebo Senate, K. A. E. O.; Farren Lodge, A. O. U. W.; Seaside Council, R. A.; Bridgeport Conclave, Improved Order of Heptasophs, Pioneer Camp, Woodmen of the World and Court Marina, Foresters of America. He is also a charter member of the Seaside Club, a member of the Algonquin Outing and Country Clubs, the Bridgeport and Park City Yacht Clubs, as well as a member of Camp Riga. As President of the Bridgeport Athletic Club he served well and faithfully. His year as President of the Master Plumbers' Association marked one of the most prosperous years of its existence. He was one of the first to help organize the State Association of Master Plumbers, calling the first meeting in Bridgeport. He was also a delegate to the national associations at Boston and Milwaukee, and was placed upon the legislative committee of both national and state associations.



Friend W. Smith.

In the Sons of the American Revolution he is also a valued and earnest worker. He joined the state association a number of years ago, and in 1893 was a delegate to the national convention at Chicago. In 1894 he was elected to the State Board of Managers, of which he has ever since been an active member. He helped to organize the Gen. Gold Selleck Silliman branch, and served as toastmaster at the state banquet given in this city, to which he secured the presence of Gen. Horace Porter and many other prominent speakers, and he is at present President of the General Gold Selleck Silliman branch.

Many times have his services been called into play by various societies, and never has he failed to respond. Before the Masonic Lodge of Danbury he delivered a masonic lecture on the origin of masonry, under the auspices of the grandmaster of the state, and before the local Y. M. C. A. he gave a highly interesting talk on "Every Day Topics," which was extensively quoted. He is an ardent admirer of the Boys' Club and presented to the fund for a home \$2,400 of the Bridgeport Traction Company's stock.

The labor unions of the city selected Mr. Goodsell to preside at one of their mass meetings, and on numerous occasions he has acted as chairman of large political gatherings. On the occasion

of the distribution of Christmas gifts to the poor of the city at the Opera House through the enterprise of the newspapers and the charitable citizens of Bridgeport, Mr. Goodsell was chosen as presiding genius of that memorable occasion. He is also an active member of both the Scientific and Historical Societies.

Mr. Goodsell is a trustee of the Connecticut Co-operative Savings Society and Vice-President of the branch in this city.

In brief he has been one of the few men who could be depended upon to do all in his power to aid every enterprise for the city's benefit, and has given lavishly of both time and money, and has been urged to accept office in many societies, which he has been obliged to decline from want of time to give the attention needed, as he is very active in every position he has accepted, and was never looked upon as a figure head.

Though his public and society duties make great inroads upon his time, he manages to thoroughly enjoy the healthful environment of his pleasant home on North avenue, where he has lived for many

years, having been married in 1868 to Miss Caroline Fox, a member of one of the oldest families of the city. To Mr. and Mrs. Goodsell have been born three children—Zalmon, who died in infancy; Eliza Jane and Mary Caroline, both of whom are among the most popular of the many young society people of the city.

FRIEND WILLIAM SMITH, who is one of the representative men of Bridgeport, was born in Cortright, N. Y., May 11, 1829, and after an education received in the public schools and the Amenia Seminary, Dutchess County, N. Y., came to Bridgeport, which was in 1849. Mr. Smith entered the dry goods business on his arrival in Bridgeport as a clerk for E. Birdseye, and served under this firm until 1861, when he was elected, by popular vote, Postmaster, continuing in that position until 1869. In 1874 he became a manufacturer, and secured the contract for considerable Government work.

The Smith & Egge Company, of which he is the President, has been very successful since its inception, and has contributed its share to the development of the city's manufacturing industries. Mr. Smith is a member of St. John's Lodge F. and A. M., the Seaside Club, and many others. He represented Fairfield County in the Republican State Committee for several years, and it was during his tenure of the office of Postmaster that the new postoffice was erected. Angelina Amelia Weed became his life-partner, February 23, 1853, by whom he has four children.

HENRY LEE, the subject of this sketch, is well and favorably known throughout the state. He is an ardent Republican, and has been widely identified with the party's interest since his location in Bridgeport. He spent his boyhood days at Coventry, Conn., having been born in that town on March 24, 1848. When but a boy he entered the employ of the Union Metallic Cartridge Company, then located in that town, and while there became thoroughly acquainted with the handling of deadly explosives. In November, 1868, soon after the Cartridge Company removed their plant to this city, Mr. Lee came here and assumed charge of the priming department. He continued in this capacity until 1881, when he launched into the grocery business with the late George M. Robertson as his partner. The co-partnership existed only a year, and then the firm of Lee & Ketcham was formed, with Charles J. Ketcham as junior partner. This firm conducted a prosperous business until June, 1895, when Mr. Lee retired. On August 1, 1895, Mr. Lee assumed the duties of a County Commissioner for Fairfield County, having been appointed by the General Assembly of that year. He was elected Secretary and Treasurer of the Board, and at the present time holds that position. As a Commissioner he has displayed the same tact and business ingenuity which made him a successful business man, and has done much in advancing the interests of the commonwealth.

During his residence in Bridgeport, Mr. Lee has been recognized both by election and appoint-



Henry Lee.

ment to numerous political offices, and has proved a faithful and able official. He was first elected Registrar of the old sixth ward in 1881, and was re-elected in the following year. In 1885 he was elected a member of the Board of Selectmen and served with Emory F. Strong and John C. Shelton. He continued in office during the following year. He represented the third ward in the Board of Aldermen in 1887 and 1888. The next year he was selected as the candidate of the Republican Party for the position of Mayor, but was defeated by ex-Congressman Robert E. DeForest. During the last term of Mayor Marigold, he was appointed a Fire Commissioner and served fifteen months and resigned. His next public office was that of County Commissioner, which he now holds. He was appointed August 1, 1895, for four years.

Mr. Lee is widely known throughout the state as an authority on Connecticut history, and has



George E. Somers.

one of the largest collections of books published in the state and relating to its history known in this section. He is a member of a number of secret and social organizations, among them being St. John's Lodge F. and A. M. and Jerusalem Chapter, the Samuel H. Harris Lodge No. 99, I. O. O. F., the Ancient Order of Eesenes, Seaside Court of Foresters, the Seaside Club, the Bridgeport and Connecticut Historical Societies, and several others. He is Director in the Lee Bros. Furniture Company, a large and successful business enterprise.

GEORGE E. SOMERS.—It is worth recording that in our Representative in the Legislature from Bridgeport, we have an example of what a man with courage, determination and brains can accomplish. George E. Somers was born in Newtown, Conn., January 21, 1833, and after receiving his education in the public schools of that town, was apprenticed to a mechanic. At the age of nineteen he commenced his career as a skilled mechanic at Naugatuck, and after devoting two years at his trade there, moved to Waterbury. Wallace & Sons, of Ansonia, then engaged his services, but a better offer from Providence, R. I., caused him to settle there, being employed by the Gorham Manufacturing Co., the world-renowned silversmiths. While with this company he was employed in making tools for manufacturing silversmiths, which

required the utmost skill, but the war breaking out he returned to Ansonia, engaging himself in the manufacture of cartridge shells with his former employers at that place. About the close of the war Mr. Somers returned to Waterbury as head of one of the departments of the Benedict & Burnham Company.

While in the employ of this concern he went to Europe, and on his return introduced the manufacture of seamless brass and copper tubing in this part of the country, which has grown to be a great feature in manufactures in that line.

While in Waterbury Mr. Somers served the city for several years as Fire Commissioner, his efficiency in that office being unquestioned. In 1881 Mr. Somers came to Bridgeport as Superintendent and Director of the Bridgeport Brass Company, and during his residence here the many patents

granted him has no doubt greatly assisted that company in creating the wonderful plant and business that is credited to them.

Mr. Somers is a thorough Republican, and although not desirous of public office, he was nominated for the Legislature and elected by a sweeping majority. Previous to this he was appointed to the Board of Public Works, vice Edward R. Ives resigned, by Mayor Marigold, continuing under Mayors Bostwick and Clark. Mr. Somers is a thirty-second degree Mason, and has served in most of the offices of the Blue Lodge and Commandery. He married, November, 1858, Sarah J. Noble, daughter of David Noble, of Southbury, Conn., who died August, 1864. His second wife was Fannie E. French, daughter of Miles French, of Bethany, Conn., to whom he was wedded, 1865.

Mr. Somers is essentially a self-made man, working his way from the bench to the position of Vice-President and Superintendent of the vast works of the Bridgeport Brass Company, and his record will prove that a young man with the true grit can secure by integrity and honest hard work the competency that awaits him.

COLONEL JULIUS W. KNOWLTON.—The subject of this biography has been prominently identified in the councils of the Republican Party in Connecticut during a considerable portion of his life. During four Presidential administrations he held the important office of Postmaster of Bridgeport; he has served two terms in the state Legislature representing Stratford, has been a member of the State Central Committee, and was on the staff of Governor Marshall Jewell, with the rank of Colonel.

Julius W. Knowlton was born in Southbridge, Mass., November 28, 1838, the son of William S. Knowlton, and traces his American ancestry to Thomas Knowlton, who emigrated from England in 1632. At the age of seven his parents moved to Norwich, and three years later to this city, where he received his education in the public and private schools. In 1860 he engaged in business. When the war broke out Mr. Knowlton enlisted as a private in Company A, Fourteenth Connecticut Volunteers, and upon the organization of the regiment was made its Commissary Sergeant.

Promoted to the second Lieutenantcy of Company C, he was in command of it at the battle of Gettysburg, and on the third day of that terrible encounter he was wounded. Remaining in the hospital on the field for eleven long days, he was then removed to Baltimore, and then to his home in Bridgeport. The following January found him again at the front, though on account of his wounds he was unable to perform exacting military duty, and in 1864 he received his discharge for physical disability.

Colonel Knowlton was one of the three gentlemen who, in October, 1866, purchased the Bridgeport *Standard*, organizing as a joint stock company under the laws of Connecticut, Mr. Knowlton assuming the duties of Secretary, Treasurer and Business Manager. This position he resigned some seven years later to become Superintendent of the Moore Car Wheel Company, of Jersey City, N. J. A year later he took a Government position in the post office department at Washington, and later became Chief Clerk of the department, which was then under the control of Postmaster-General Marshall Jewell, of Hartford. This was during Grant's administration. In 1875 Colonel Knowlton received the appointment of Postmaster at Bridgeport, and occupied that position until November, 1886. He was reappointed in May, 1889, and served until December 31, 1893.

In addition to his political affiliations, Colonel Knowlton has been actively identified with the social and fraternal life of Bridgeport. He is a prominent member of the Masonic Brotherhood, and has taken every degree to and including the thirty-third—the Scottish rite. He is a Grand Army man, a member of the Army and Navy Club, the Military Order of the Loyal Legion, and of the Seaside and Algonquin Clubs. He has also been Assistant Adjutant General G. A. R., a member of



Colonel Julius W. Knowlton.

the National Council, and in 1880 was a delegate to the National Encampment. He is also a member of the First Universalist Society of Bridgeport. Colonel Knowlton married Miss Jennie E. Fairchild, of Newtown, Conn., December 17, 1866. They have had two children, both of whom are dead.

CHARLES RANSOM BROTHWELL.—Very few of Bridgeport's citizens have watched her growth and progress with greater interest than has Charles Ransom Brothwell, it being the home of his fathers, he has looked upon her prosperity with great pride, and willingly devoted his time and attention to her advancement. Mr. Brothwell was born in 1833. The early part of his life was spent on his father's farm, the property now known as Brooklawn Park. At thirty-five years of age he became connected with the Hon. P. T. Barnum, and eventually became his real estate agent, which



Charles R. Brothwell.

position he held at the time of the latter's death. His relations to Mr. Barnum were most valuable, as his knowledge of property and undivided interest speak for themselves. Many of the big schemes of the real estate world originated with this faithful assistant; for instance, the reclaiming of that track of land adjoining Seaside Park, east of Cedar Creek, which added forty acres of taxable property to the city.

Mr. Brothwell was one of the original members of the Board of Public Works, which position he held for twelve years, his principal interest in connection with the Board being the building of the bridges, especially the Lower Bridge, which was the first in the United States to be operated by electricity—Mr. Brothwell's idea—not only was the electric motor introduced by him, but he provided a swinging stop latch, which made the use of electricity complete, for without that and the yielding abutment it would be impossible to open and close the draw as rapidly as at present. He also provided the swinging gates which are placed at either side of the bridge for the safety of the public.

One of the features of the semi-centennial celebration of Bridgeport in 1888 was the great industrial parade, of which Mr. Brothwell had the honor of being Grand Marshal. For several years previous he was interested in the Board of

Trade, and not only during the Presidency of the Board, 1891-92, but at all times has been instrumental in getting a large number of manufacturers to locate here. In politics Mr. Brothwell is a Republican, and has been honored with many offers of office by his party, but invariably declined, except in 1892, when he was defeated for the Senatorship.

WALTER B. BOSTWICK was born in New Milford in 1840, and lived there for many years, his business ventures in the manufacturing line having been made in that town, and carried by him to a very successful issue. In 1884 he came to Bridgeport and located at the west end, where he invested heavily in real estate, carried on manufacturing, and took a large part in promoting the subsequent rapid development of that portion of the city. He was a Democrat in politics, and was early urged

to represent his section of the city in the Common Council, which he did in both branches to the satisfaction of all, and where his work as a Legislator for the interests of the city was such as to secure him the friendship and support of a large constituency. In 1893 he was nominated for Mayor on the Democratic ticket, and was elected by a very considerable majority. He was the first Mayor under the new charter, making the term two years instead of one, as it had been since the establishment of the first city government.

As Mayor, he was impartial and judicious, and by his prudent management much was accomplished during the two years of his incumbency for the improvement of the city and the benefit of its citizens. During his term the street car strike took place, which for a considerable time disorganized the street car service of the city, and entailed great inconvenience upon the public. Mayor Bostwick was active at this time, and took a prominent part in what was done to preserve the peace and settle the difficulty, which was finally brought to a satisfactory conclusion. Since his term as Mayor, Mr. Bostwick has given his time exclusively to his important personal interests, which are large and increasing, and demand his constant attention and supervision.

TRACY BRONSON WARREN is a lineal descendent of Richard Warren, who came from Greenwich, England, on the Mayflower to Plymouth, Mass., in 1620, and died in the same town in 1628. Mr. Warren's ancestry runs back of the landing of the Mayflower in an unbroken line nearly six hundred years. The Warren family was well known in revolutionary times, and the ancestors of our subject, though of British parentage, fought hard for the independence of their adopted country. Socially Col. Warren is very much respected as his membership in the Sons of the American Revolution, F. and A. M., all the local clubs, the Old Guard of the City of New York, and many business organizations would indicate. He has served two terms in the Board of Aldermen and one term as City Treasurer, which positions he has held to the credit of himself and the betterment of the city.

His business attention is entirely devoted to the Atlantic Hotel, which for years has been a Mecca for a great many of the prominent people of the United States. He married, in 1874, Clara A. Mills, of Boston, Mass., a descendent of revolutionary and colonial ancestors, who is at the present time Regent of the local Chapter D. A. R. Four children comprise Mr. Warren's family. Col. Warren, who has been very prominent in the Connecticut National Guard, came to Bridgeport in 1876 and has resided here ever since. In politics he is a Republican, and a member of the Episcopal Church.



Walter B. Bostwick.

REV. JOHN W. GILL.—One of our most prominent divines is the Rev. John W. Gill, who, although comparatively a stranger in Bridgeport, has, by his devotion to the needs of his parish and his charitable kindness, succeeded in establishing himself in the hearts of his parishioners for all time. He was born in Brooklyn, N. Y., March 24, 1861, and after receiving his preliminary education in the public schools of that city entered Trinity School, completing his study at St. Stephen College. The public life of a minister of the Gospel is very little in evidence, in comparison to the inner life, where his days and years are one long sacrifice to his flock. St. Luke's vestry and congregation are to be congratulated on securing the Rev. Mr. Gill's service, and the writer trusts that he may long abide

with us. His election as Chaplain of the 4th Regiment, N. G., is regarded as a sure test of his personal popularity, also his membership in the Yacht Club, where he was unanimously elected.

WILLIAM F. BISHOP was born in Woodbury, Conn., April 30, 1836. On February 16, 1872, he removed to Bridgeport, where he established himself in business at No. 65 State street. In February, 1875, he associated himself with John Cullinan in the undertaking business, under the firm name of Bishop & Cullinan. The partnership was continued until October 16, 1882, since that time Mr. Bishop has continued the business alone. Mr. Bishop is a member of the Masonic Fraternity, he having been initiated in 1861 in Federal Lodge, No. 17, of Watertown, Conn. He is also a member of the A. A. Scottish Rite, S. P. R. S., and of the Sovereign Consistory of Bridgeport, and a thirty-second degree Mason. Upon the morning of September 2, 1897, Mr. Bishop, who had been ill for some time from the effects of a paralytic stroke, passed away at his home on Warren Street, sincerely mourned by a large circle of friends.

RUSSELL TOMLINSON WHITING upon whom, by common consent, there has been conferred the title of Bridgeport's leading grocer, is



Col. Tracy B. Warren.

in every sense a true son of the Park City. Born here upon November 29, 1847, he is able to trace his descent without a break, back to the time of the Pilgrim Fathers. He is the son of Isaac H. Whiting, whose father, William Nathan Whiting, was in turn the son of a Revolutionary patriot, Col. Samuel Whiting. Col. Whiting was a resident of Stratford, and served under General Washington, being in command of one of the Connecticut regiments. He was a descendent of William Bradford, one of the Mayflower company and governor of the Massachusetts Colony. With the exception of a few years spent in the City of New York, Mr. Whiting has always resided here, and through the exercise of more than ordinary business ability, attained to an honored position in the mercantile life of the city. His large establishment on Main street is a model one, and within its walls is conducted a business which he has seen grow from humble beginnings to a most enviable volume.

When a lad Mr. Whiting attended the common schools of the city, and from them passed to the private military school conducted so successfully by Emory F. Strong. After a term of two years in this institution he entered at once upon a business career, and without interruption has since been engaged in mercantile pursuits.

Going to New York he entered the service of one of the big dry goods firms of that period, and for eleven years was ever to be found at his post. He was in turn connected with the houses of Halsted, Haines & Company, Hurd, Curran & Company, and Butler, Broome & Clapp, until late in 1874. He decided to return to his native city and embark in the grocery business.

With this object in view he formed a partnership with Philo H. Prindle, the firm being known as Prindle & Whiting, and opened the store upon Main street, where he has ever since been located. Up to the following March Mr. Whiting remained in New York closing his term of service with his old employers and buying goods for the store in this city, but as soon as possible gave up all his metropolitan connections in order to devote his entire time to the store here. From then until now it has ever been his effort to keep his establishment in the front rank, and he enjoys a well earned and deserved reputation in the grocery trade, both wholesale and retail, of New England. Though always an ardent Republican, Mr. Whiting has never entered upon a public career. He has many times been

requested to serve upon the various boards and commissions of the city, but has consistently declined, preferring to remain an humble worker in the party ranks. For many years he has been a prominent member of Christ Episcopal Church, and has held the office of Vestryman, discharging the duties of that position with much benefit to the church society. He early joined the Masonic fraternity and in its work has always been an active and interested participant. He is at present a member of Corinthian Lodge, F. and A. M., Jerusalem Chapter, R. A. M., Jerusalem Council R. & S. M., Hamilton Commandery, No. 5, K. T. V. Pyramid Temple, Nobles of the Mystic Shrine. In addition he is a member of the Seaside Club, the Seaside Outing Club and the Bridgeport Boat Club. Upon April 18, 1876, Mr. Whiting was united in marriage to Mary A. Brooks, granddaughter of Joseph Brooks, of the old firm of Brooks & Stratton, and to them have been given three children, Russell Hitchcock, Eunice Hull and Marion Brooks.

JAMES WILSON.—During the years from 1857 to 1880, Mr. James Wilson was prominently identified with the interests of Bridgeport. Those who, to-day, are occupied with public and private affairs, scarcely realize, as they frequently meet this venerable citizen on the street, that thirty years ago he was as active as they now are, not only in public matters, but in the liberal use of private means for the establishment and maintenance of institutions which have been so fruitful in growth, and a permanent benefit to the community. Yet such is true. Mr. Wilson came to Bridgeport in 1857, associated with the late Joseph Alvord, as partner-contractors with the Wheeler & Wilson Sewing Machine Co. His previous experience as the master of three trades, and as an United States armorer and gun maker, enabled him to achieve a large measure of financial success. His prosperity, however, was an unselfish acquisition, for his increasing means were immediately invested in Bridgeport's then infant industries and enterprises. The Pembroke Iron Foundry (then Wilson & Parsons), the Monumental Bronze Co., the Bridgeport Horse Railroad Co., and many others which are permanent and assured. The soundness of his judgment and conservatism of his business views, caused him to be much sought for on boards of direction, so that at one time he



Rev. John W. Gill.

was a Director in no less than twelve boards of industrial concerns in the city. Called upon to serve his fellow citizens in public affairs several times, his duties became exceptionally arduous, owing to his peculiar and characteristic conscientiousness. He was elected Alderman on the Republican ticket in 1865 and Councilman in 1866-67. Mr. Wilson is a member of the Masonic body of Bridgeport, being a Knight Templar and also a member of Hamden Lodge, I. O. O. F., of Springfield, Mass.

Mr. Wilson's personality was always attractive; his large form and genial countenance are familiar to most of the present citizens and by his kindness and cordiality of manner, together with his well-known integrity of character, command the respect and esteem of all.

Born at Enfield, Conn., July 3, 1815, of New England stock, liberally educated, married in 1838 to Miss Sarah Parsons, the daughter of a prominent citizen of Warehouse Point, Conn., and the father

of four children, two only of whom are living, James E., a mechanical engineer, and Charles H., a metalurgist and founder.

He retired from active business in 1881 with an ample competence for his declining years, and at the advanced age of eighty-three is living in quiet and comfort with his life companion, both in good mental and physical health.

HON. CIVILION FONES, of the City of Bridgeport, is a descendent of two French Huguenot families. His paternal great grandfather was an exile to England during the reign of Louis XIV., and afterward became an officer in the English Navy, and when retired was given a tract of land embracing 1,500 acres in the state of Rhode Island, where the town of Wickford now stands, and on

which he located. His son Daniel, the grandfather, and Christopher (the father of Civilion), were born on the ancestral acres, and the latter married Sarah A. Marigold of South Carolinian lineage, also a descendent of French Huguenots. The son, Civilion, came to Bridgeport from New York City in 1858, where he has since resided. He is a graduate of the Baltimore College of Dental Surgeons, and has been engaged in the practice of his profession, on the corner of Main and Bank streets, for about thirty-three years, and the appreciation of his professional brethren has been expressed by electing him President of the Connecticut Valley Dental Association, also President of the Connecticut State Dental Society, and in 1893 he was appointed by Gov. Morris one of the five State Dental Commissioners, and upon the organization of the commission was elected President by its members, which office he still holds. Gov. Coffin also re-appointed him in 1895.

He has been identified with the Republican Party since its organization, but never held political office until the year 1884, when he was elected to represent his ward as Councilman. The following year he was elected Alderman, and at the April election in 1886, was elected Mayor of the city overcoming an opposition party majority by about 1,000, and was re-elected in the spring of 1887 by an increased majority, and hence received an unusual political



Photo

William F. Bishop.

support from both parties. During both terms of his office every effort was made for the improvement of the city.

In his message of 1886 he made mention of the necessity of taking urgent means to procure a new Post Office Building, and the Council passed a resolution for him to take such steps as were necessary to have a bill passed granting the erection of said building. Whereupon he, in company with several prominent citizens, visited Washington, and while there a bill passed the House appropriating the money to the City of Bridgeport for the new Government Building, which now stands at the corner of Broad and Cannon streets—the site of the old St. John's Church. There were improvements made, such as the removal of railroad tracks from Water street, the removal of the old Miller Building, and erection of the Lower Bridge, also locating and placing of numerous gates and crossings.

One of the marked benefits was the improvement of the streets and roads about the city. The Park Cottage was also built during his last term of office, and many other improvements made of minor importance. Both terms were most harmonious in every respect, as there was not a hitch in either party during his administration.

A singular coincidence is the fact that he was born in the same year that the city, of which he was twice elected Mayor, was incorporated. He is a member of several clubs in the city and state, and was President of the Seaside Club in the year 1892. He has taken several degrees in Odd Fellowship and is a thirty-second degree Scottish rite Mason.

WILLIAM H. MARIGOLD, of Bridgeport, Senator from the Fourteenth District, was born in Waterbury, Conn., September 17, 1858, and, with the exception of two years spent in Florida when a boy, lived in that city until 1881, when he moved to New Haven, remaining there only about six months when he went to Bridgeport, where he has since remained. He learned the trade of a printer in the office of the *Waterbury American*, and was for five years pressman on the *Bridgeport Farmer*. In 1886 he purchased the printing office of Mr. Charles Libby, and in 1887, organized The Marigold Printing Co., of which he is Treasurer and Manager. He entered politics in 1889, when he was elected Councilman for the First Ward. In 1890 he was elected Alderman from the same ward, and during the same year was elected Chairman of the Republican Town Committee, in which position he first came into state notice prominently from his fight to compel the counting of the famous "specked ballots." In 1891 he was nominated and elected Mayor of Bridgeport. He was prevented by the Democratic majority in the Board of Aldermen from carrying out the reforms he attempted, although he carried the fight throughout the entire year, when he was again elected by an increased majority, and with a Republican majority in the Common Council working with him, successfully carried out the desires of the best citizens, and restored harmony and tranquility to the departments. In 1894 he was nominated for the State Senate and elected, and served with credit as Chairman of the Committee on Cities and Boroughs, and also as Chairman of the Committees on Joint Rules, on Senate Rules and Contingent Expenses. In 1896 he was again elected Senator, and was elected by the Senators to the position of President Pro-Tempore of the Senate. He is also Chairman of the important Committee of Finance and Chairman of the Committee on Joint Rules. During the Presidential Campaign of 1896 he was selected as Chairman of the Republican Town Committee, and added to his reputation as a successful and sagacious political manager. He is a firm believer in and supporter of fraternal societies, and was Grand Master of the Odd Fellows of Connecticut in 1893, and was Representative to the Sovereign Grand Lodge in 1894-95, and in 1895 he was elected Grand Treasurer of the Order for the state, which position he now holds. He is also a Knight Templar, a Shriner, a Knight of Pythias, a Red Man, a Forester, a member of the



Russell T. Whiting.

United Workmen, the order of Heptasophs, Woodmen of the World, Royal Arcanum, and Good Fellows. He is a member of the Seaside Club, the Algonquin Club, the American Wheel, and President of the Triple Link Wheel Club of Bridgeport, the United Service Club of New York, Camp Woodbine, of Port Jefferson, Long Island, and an honorary member of Camp Riga, Twin Lakes and many others. He is an old member of the Connecticut National Guard, having served five years with Company A, Second Regiment, of Waterbury. He is now Brigade Quartermaster, with rank of Major, on the staff of Brigadier-General Frost. He was married, July 7, 1880, to Miss Annie C. Henderson, of Waterbury. They have two children, William H., Jr., and Bessie H.

EDWARD W. MARSH, for eleven years Treasurer of the People's Savings Bank, is one of



James Wilson.

Bridgeport's well known and influential men. Deeply interested in its business and religious life, he holds a high place in the esteem of his brother citizens. Mr. Marsh is a native of New Milford, Conn. He was born January 24, 1836, the son of Daniel and Charlotte B. Williams Marsh. The public schools of his native town furnished his education until he was about ten years of age, or until the establishment of what was called the Academy. Thence he attended for a time, thence going to the Alger Institute at South Cornwall for one or two years. Another term or two at the New Milford Academy finished his school days. Mr. Marsh entered the office of the Housatonic Railroad at the New Milford station, where his father was agent, and was there employed for two and one-half years. He was later engaged for a short period in the freight office at New Haven, repairing to Bridgeport in December, 1854. On his arrival in the Park City Mr. Marsh entered the general freight office here, where he remained about a year. Seven subsequent years saw him employed in the T. Hawley Hardware Company, and for twenty years he was engaged in the Spring Perch Company on John street. It was while he was employed at T. Hawley Hardware Company that he married, June 8, 1858, Amanda Blanden, of Burlington, Otsego County, New York.

August 6, 1862, Mr. Marsh enlisted in the Nineteenth Regiment, Litchfield County Volunteers, which afterward became the Second Regiment, Connecticut Heavy Artillery, in which he received the appointment of Quartermaster Sergeant a non-commissioned staff officer.

In March, 1863, Mr. Marsh was accidentally shot through the head by a pistol in the hands of one of the officers of his regiment. In 1864, when General Grant took command of the Army of the Potomac, Mr. Marsh's regiment joined it, was at Cold Harbor, in front of Petersburg, and with Sheridan in the Shenandoah. Mr. Marsh was promoted to the Captaincy of Company M, Second Connecticut Heavy Artillery, February 17, 1864, and was mustered out July 20, 1865. It was while serving in the war that Mr. Marsh's only child, Charlotte Bliss Marsh, died (May 3, 1863) of diphtheria. Mr. Marsh returned to Bridgeport in August, 1865. During Mr. Marsh's life in the Park

City he has been before the public in many ways. He has served on the Board of Aldermen as a Republican from the First Ward, and represented the city in the General Assembly in 1895, where he served upon the important Committee of Finance. During his term in the House, Charles Kellar was his colleague. Mr. Marsh is at present Treasurer of the People's Savings Bank, Vice-President of the Y. M. C. A., the Bridgeport Hospital, the First National Bank and the Bryant Electric Company, a Director in the Missouri, Kansas and Texas Trust Company, and Secretary of the Spring Perch Company, and of the Elastic Web Company. He is a member of the G. A. R., the New York Commandery of the Military Order of the Loyal Legion of the United States, and the Seaside Club. He is also a deacon in the South Congregational Church. Mr. Marsh's second wife was Fannie F. Hawley, whom he married January 12, 1888.

ELLIOTT ABRAM UPSON.—Very few men have the necessary experience and ability to embark in a business that necessarily requires foresight and determination, and accept the full responsibility at the early age of twenty-one, but there was born in Wolcott, Conn., December 9, 1840, a gentleman who succeeded in accomplishing the above object, and carried that determination to pave his way to ultimate success to this very day. Elliott Abram Upson spent his early years at the district school in Waterbury, Conn., where he afterward became a teacher. Tiring of the monotony of a pedagogue's life, in 1861 he began his business career in the ice business. From that time on his great perception and power of organization stood him in good stead, as through him a number of ice companies came into existence, and remain to-day through the necessity of commercial life, a monument to his business ability. Mr. Upson is Secretary and Treasurer of Naugatuck Valley Ice Co., President Ansonia Ice Co., President Meriden Ice Co., Treasurer Hall & Upson Ice Co., of Waterbury, and President of the Ice Dealers' Association of the State of Connecticut.

The Republican Party has twice honored Mr. Upson by a seat in the Common Council, in which body he served his terms to the satisfaction of his party and constituents. He married, February 13, 1867, Alice Booth, daughter of James Booth and Mary Beardsley, of an old Stratford family, by whom he has had four children, one being deceased. Mr. Upson is a member of the Seaside Club, and is a regular attendant at the South Congregational Church.

CHARLES FOOTE, son of Gen. Enoch Foote, was born in Stratford, Conn. (now East Bridgeport), December 24, 1793, and died December 6, 1862, in the sixty-ninth year of his age. After leaving school Mr. Foote went into the comb business and followed it for a number of years, when he was tendered and accepted the position of Cashier of the Middletown Bank, at Middletown, Conn. When the Connecticut Bank was incorporated, in the year 1831, he was appointed Cashier, which position he



Hon. Civilian Fones.

held until July 1, 1862, when ill health made it necessary for him to retire from active service in the office he had so long and honorably filled. He was warden of St. John's Church for over twenty-five years, and the welfare of the church was always looked after with the greatest interest. He was also Past Master of St. John Lodge, F. and A. M., and was one of the charter members of Hamilton Commandery. Mr. Foote did not take a very great interest in politics, yet he was once elected Mayor, and also held the office of Alderman and Councilman of this city. At one time the Fourth Congressional Committee of the Whig party endeavored to persuade him to accept the nomination of Congressman from the district, but he preferred to follow the banking business rather than accept the nomination. The following is copied from the *Standard*, issued December 6, 1862: "Mr. Foote was among the older class of citizens, and as Cashier of the Connecticut Bank he faithfully and promptly

discharged all the duties he was called upon to perform. He was warden of St. John's Church, and, as in all things, he was ever prompt and faithful in the discharge of every duty. Of him it may be truly said—He was an honest and exemplary man."



Henry J. Lewis.

ALBERT F. N. WINTTER, a brewer by trade, is one of the German residents of Bridgeport, having been born at Bandarf in Wurtemberg. His education was received at Wildberg in his native country, and twenty-six years ago he came to Bridgeport. He was married, November 18, 1875, to Miss Pauline K. Veit, by whom he has had three children.

WILLIAM HENRY BUNNELL began life in Fairfield, and after securing a liberal education at the public school, commenced his business career as a farmer. His life, which has been spent entirely in this neighborhood, can be chronicled as one of great success, and the regard felt for him in this community, both as citizen and business man, is unbounded. After leaving the farm at Westport, he was apprenticed to the carriage makers' trade, eventually settling in Bridgeport, where he finished his mechanical education under J. M. Miller, with whom he worked for two years. The carriage business being irksome, he resigned his position February

3, 1862, and was appointed Superintendent of the Poor under contract. The position being made a salaried one April 1, 1884, he was selected to take charge of the same bureau, and continued in that office until 1896. The regard Mr. Bunnell is held in the public estimation is attested by the fact, that in spite of changes of administrations and the different political atmospheric upheavals, the official head of the Department of the Poor remained unchanged.

In addition to the above Mr. Bunnell has held the office of Assessor, member of the Board of Selectmen of Stratford, Burgess of Stratford (when that town was a borough), and Warden, which office is now termed Mayor. As a church member our subject has been very prominent. The Methodist Church, of which he has been a member for forty years, has honored him by nearly all the official positions in that organization. Mr. Bunnell is a Mason, and married, in 1856, Julia G. Foster,

daughter of Edward C. and Eliza Foster, of Danbury, the issue of said marriage being nine children, four of whom are dead. Mr. Bunnell's attention is now entirely devoted to the real estate business, and he resides at No. 132 Seaview avenue, corner of Newfield avenue.

HARVEY HUBBELL.—Perhaps one of the most successful of the younger manufacturers of Bridgeport is Harvey Hubbell, proprietor of the Tool and Machine Works which bear his name. His factory is located on Organ street, in the western part of the city, and it is one of the many busy enterprises in that section. While a young man, Mr. Hubbell has earned an excellent business reputation for knowledge and good judgment among the manufacturers of the city. He is a son of the late Harvey Hubbell, of Long Hill, who for many years was well known as a manufacturer of gentlemen's underwear. Mr. Hubbell, senior, was a very successful business man, and many of his good qualities have been inherited by his son. The subject of this sketch was born in Brooklyn, N. Y., December 20, 1857, and at the age of six years, his parents removed to Long Hill, in this state. When quite young Mr. Hubbell left home and went to New York City. Here he spent several years with John Roach, the ship-builder. Later on he became associated with the Cranston Printing Press Works, of Norwich, Conn. He held the position of Superintendent of the factory, and served in that capacity until he came to Bridgeport in 1888. Upon arriving in this city Mr. Hubbell at once opened a small tool and machine shop on Middle street, and soon built up such a business that he was compelled to seek larger quarters. These he found in the Knapp & Cowles factory on Railroad avenue, but these also were soon outgrown. Then he took possession of the building on Organ street, which for years had been known as Barnum's school. Here his factory is located at the present time. The building consists of three floors 100x25. It is heated by steam, lighted by electricity, and its appointments are all in keeping with the most modern equipment. The specialty of the factory is the manufacture of all kinds of tools, and machinery for all lines of mechanical production. A feature is also made of the manufacture of brass machine screws. Sheet metal press work for electrical supplies and electric work is also numbered among the most valuable specialties manufactured, and the record these articles have made in practical use fully demonstrates their popularity among mechanical workers and manufacturers.

Although Mr. Hubbell has been in business in this city less than ten years, the fact that he has been compelled to seek larger and more extensive quarters on three different occasions during that time, is in itself a tribute to his merit and success. He is a skillful mechanic himself and so is able to direct the many men in his employ to the advantage of his trade. His recognition has been well merited. Socially Mr. Hubbell is well known and popular, and is one of the valued members of the Seaside Club.

WALTER GODDARD.—In official and political as well as social life Walter Goddard has long been among the most prominent of the citizens of Bridgeport. For nearly forty years he has been a resident of this city, and never during that time has he failed to hold a position that kept in touch with the rapid progress of the ever-growing town. Like many another who has attained to enviable standing in the community, Mr. Goddard is not a native of this city. He was born at London,



William H. Marigold.

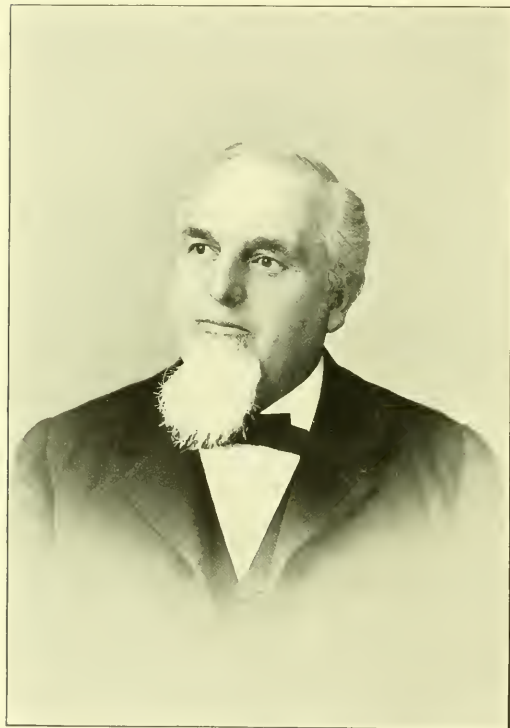
England, February 2, 1836, coming of an old English family. Upon July 4, 1858, he left his home in search of fortune in America, and within a short time located in this city, which has ever since been almost continually his home.

His first position was with the old dry goods firm of Hall & Read, and from there he went to Easton, conducting a general store in that town. Ever deeply interested in public affairs he was a warm advocate of the Union cause, though at that time it took courage, when in old New England, to boldly attack the cherished customs of the South. In 1862 he became tired of the monotony of life in Easton and returned to the city, engaging in the dry and fancy goods business, and shortly locating at Main street and Fairfield avenue. In 1870 he was first elected a Justice of the Peace, but subsequently was re-elected for several terms, and was called upon to preside at the trial of many

cases of more than ordinary importance.

It was in the same year that he was appointed town health officer, entering upon the discharge of his duties in the face of many difficulties. Many complaints had been made of the condition of the city water and the slaughter houses, which were then located on the immediate outskirts of the city. He fearlessly set out to bring about a change, and during his term, which lasted several years, a great improvement was made. In 1873 he was elected a Member of the Common Council, where he served with fidelity and zeal upon some of the most important of the committees. The office of Town Auditor was also conferred upon him, and in addition he served most acceptably upon the Board of Relief. For four years he was one of the School Committee which regulated the affairs of the Bridgeport school district, and great advances were made in the improvement and condition of things, so much so that many schools adopted their plan. Singing was introduced in the public school, and courses of examinations were adopted, which are kept up by the new system.

Always a Democrat, he was in 1886 appointed Collector of Customs for the district, and under his management the number and value of imports increased to a wonderful degree. Just at that period a strong effort was being made to con-



Edward W. Marsh.

solidate the custom houses at Bridgeport and New Haven, but mainly through his efforts it was defeated, and it was but a short time before the wisdom of the decision became apparent. Through vigorous work he secured the application of the Immediate Transportation Act to this port, and under it goods have ever since been brought directly here in bond for appraisal and collection of duty. It was also due to his efforts that the Marine Hospital service was instituted here, by which seamen receive care in sickness and fitting burial in case of death. During this period the erection of the new custom house and post office was begun, and he was appointed by the national officials as disbursing agent, all the funds paid out passing through his hands. This was for a period of three years, from 1888 to 1890, inclusive. In 1889, upon retiring from the Collectorship, he was appointed an Assessor, and for three years served faithfully upon this, one of the most important boards in the city, with

credit to himself and to the satisfaction of all with whom he came in contact. In 1893, with the change in the national administration, he was appointed once more to the position of Collector of Customs, and has since held it, being also custodian of the Government property. Politically, Mr. Goddard has always been affiliated with the Democratic Party, but being a believer in sound money principles, he, last fall, connected himself with the National Democratic Party, and is a prominent member of the Democratic Club.

Ever ready to do all in his power to assist in the progress of the city, he was active in the municipal celebration of July 3 and 4, 1888, securing the presence of the U. S. S. Atlanta, and upon other occasions influencing officers of the Navy Department to despatch vessels to this city. Having great faith in the future development of Bridgeport, Mr. Goddard years ago invested largely in real estate. He had the courage of his belief and improved the property, even though the expense was great, thus being largely instrumental in the building up of the east end, and that now attractive section north of Old Mill Green.

Socially, Mr. Goddard has never been prominent, being naturally of a quiet and retiring disposition. Of the Seaside Club he is an honored member, while his name is to be found upon the rolls of the Bridgeport Yacht Club, the Democratic Club, the Church Club of Connecticut, and as an honorary member upon the roster of the Second Connecticut Light Battery Association. He is one of the older Masons of the city, being a member of St. John's Lodge No. 3, F. and A. M. In the Board of Trade he has ever been active, serving upon the important committees. For years he has been one of the most valued members of Trinity P. E. Church, and is at present one of the vestrymen. In the formation of St. Luke's Church in the east end he did most effective service, and is one of the most esteemed of the church's friends. In brief it can well be said of him that, ever on the alert to be of value to his fellows, he has made a record of which he can pardonably be proud.



Elliott A. Upson.

JOHN A. RUSLING.—Among the merchants of Bridgeport none is more respected than John A. Rusling, who, although not a native of the Park City, has spent so many years here that his business place is considered a landmark by even the oldest inhabitants. Mr. Rusling was born in the village of Hope, Warren County, N. J., December 21, 1848, and after receiving his education at the public schools, left his native town for Wilmington, Del., and from thence to Philadelphia, Pa. Returning to his native home he commenced a business career, but New York City offering better opportunities he removed his belongings there, coming to Bridgeport in 1877. His enterprising nature soon found an opening in the tailoring and furnishing line, and in company with Mr. Wilson, soon built up a paying business.

Mr. Rusling has been honored by the Republican Party, of which he is a great worker, with the office of Police Commissioner, and as a member of the City Council, for which position he was elected

by a decisive majority. He is a member of F. and A. M., and belongs to Hamilton Commandery of Bridgeport. He also is a member of the Outing Club, Seaside, Country and Algonquin Clubs. Mr. Rusling was married, September 14, 1871, to Mary S. Lane, having as issue three children, one being deceased.

CAPTAIN JOHN McNEIL.—To a manufacturing city of such distinction as Bridgeport, offering inducements to the projectors of great industrial enterprises, the necessity of exemplary harbor facilities cannot be too strongly borne upon. How much the success of great establishments, intended to be far-reaching in their importance, is bound up in the adequacy of transportation possibilities is too evident to need extended explanation. Sufficient is it to state that the industrial and commercial

prosperity of a community are, and must ever be dependent, in great degree, upon the ease and cheapness with which the transporter may receive and ship his wares. The excellence of Bridgeport's situation in this regard constitutes its attractiveness to the promoters of its great manufacturing plants. It is obvious then, that whoever takes a prominent part in the development of these facilities must, perforce, be the recipient of much merited credit. To him the industrial life of the community is very greatly due. And when Bridgeport reckons with those who have, in one way or another played an important part in her growth and prosperity, she must pay deserved tribute to the present Harbor Master, Captain John McNeil. More to him, perhaps, than to any other single individual in her history, have Bridgeport's harbor improvements been due.

The subject of this biographical sketch has seen the place of his birth grow from a village to an enterprising city. He was born here, one of twelve children, October 9, 1830, the son of Abraham A. and Mary Ann (Hults) McNeil and grandson of William McNeil, who graduated at Yale College in the class of 1777, and was conspicuous in the French troubles at the beginning of the present century. Archibald McNeil, his great-grandfather on the paternal side, was in the Revolution. His maternal grandfather, William Hults, was a New England mariner,



Albert Wintter.

who was lost at sea with the brig William in the year 1813. Captain McNeil's father, Abraham McNeil, was engaged in ocean commerce at New Haven as supercargo. He was the founder of Bridgeport's lighthouse system, and for many years kept the lighthouse here. Thus it is seen that, both on the paternal and maternal sides, Captain John McNeil inherited a liking for the sea. When a boy of sixteen, he began his career as cabin boy of the schooner Hazard. For thirty-six years he sailed the seas. From cabin boy he rose to command a vessel, and at one time and another he had charge of steamers plying between New Haven, Bridgeport and New York. He served as an apprentice to the Bridgeport harbor pilots, from 1847 to 1850, and was then appointed a regular pilot, receiving a state license to that effect, which he held until 1855; and during that time he handled every class of vessel that came into Bridgeport harbor.

In the year 1882, the office of Harbor Master was created by a city ordinance and Captain McNeil was chosen to fill the important position which he has since held. Here was opportunity for him to give to his home city the benefits of his ripe understanding and wide experience. But before this period, his services had been conspicuous. As long ago as the year 1866, Captain McNeil, then captain of the steamer J. B. Schuyler, plying between Bridgeport and New York, recognized that Penfield Reef was the virtual key to this harbor, together with the fact that it was one of the most dangerous spots along the sound. He thereupon petitioned the government at Washington to erect a light-house there; and after four years of determined effort was rewarded by seeing his cherished hope materialize. Further than this, the government, in recognition of his public spirit, allowed him to select the first keeper of the light which he had been so instrumental in securing. This was only one of many things. After fourteen years of effort he again had the satisfaction of seeing another cherished wish bear fruit, and a fog horn in connection with the Penfield Reef light house became an accomplished fact. At his suggestion also, the government, in 1868, raised and enlarged the inner and outer beacons, two old-time diminutive structures which had proved dangerous to craft in foggy weather.

It was in February, 1882, that Captain McNeil communicated with Colonel Barlow, in charge of the engineering operations for this district, regarding the widening of the channel from the inner beacon to the Naugatuck dock to 600 feet, a step demanded by our growing commerce. Colonel Barlow's reply is interesting, and an abstract follows: "The channel 300 feet wide and twelve feet deep is now completed from the Fairfield Avenue Bridge to the inner beacon, above the steel works dock, it being much more. It would appear, therefore, that, so far as the commerce of Bridgeport is concerned the project of improvement may be regarded as finished. If the requirements of vessels for refuge are such that more room is needed at Bridgeport, your suggestions to widen the harbor from the inner beacon to the steamboat wharves is an excellent plan." Acting on this suggestion, Captain McNeil forwarded to Washington the first petition to extend the whole project of 1871. This resulted in an appropriation of \$500,000 being recommended by the War Department for the execution of the work. A supplementary appropriation was later made for the purpose of widening the channel between the inner beacon and the Naugatuck dock. Under the new project, the width of the channel between the points named was increased to 600 feet, which was subsequently increased to 774 feet. After a request made in 1885 without effect, in July, 1892, in pursuance of a recommendation of Captain McNeil, the point of Stony Bar was cut off and the channel deepened, widened and straightened. A special act of Congress was, in 1894, passed on the recommendation of Captain McNeil by Congressman Robert E. DeForest, for straightening and deepening the channel on the outer bar; also for connecting it with the new cut through the inner bar. Captain McNeillater conceived the plan of building a breakwater to extend from the point of the



William H. Bunnell.

"Tongue" to the inner beacon, and having a large area to the north dredged out, thus making a harbor for boats of all classes out of the way of incoming and outgoing vessels. He forthwith sent a petition to Washington, an appropriation was made and the plan consummated. The accomplishment of this plan meant retention here of a large and increasing oyster industry, whose operations reach, perhaps, from \$350,000 to \$400,000 per annum, fully \$60,000 of which probably reaches the coffers of our merchants.

In January, 1892, Captain McNeil recommended the constructing of a lighthouse at the East End of the breakwater, which extends from the point of the "Tongue" to the inner beacon, and in 1893 the lighthouse was constructed. In 1887 Captain McNeil had also forwarded a petition to the national capital, the result of which was the deepening, widening and straightening of Pequonnock river from

Washington Avenue Bridge to Winton's dock at Berkshire Bridge. In December, 1892, another petition for a can buoy on the southwest side of the outer bar was also granted, this being the first can buoy Bridgeport ever had. It was likewise through his instrumentality that the system of storm signals on Point Lookout was inaugurated. It was at the request of the Lighthouse Board that Captain McNeil located the lighthouse of Penfield reef, Bridgeport bar and the Breakwater.

Also in October, 1894, Captain McNeil petitioned for the new project which was to make the new channel fifteen feet deep at low water, and 300 feet wide from the outer bar to the bridge; also to dredge out on the west side below the Naugatuck dock to the harbor line; also on the east side, above the Farist Steel Works to the Lower Bridge. In this new project is also included the improvement in Yellow Mill Pond and Johnson's Creek, also the contemplated improvements in Black Rock harbor, all of which plans were approved, and the cost of this new project was estimated on in the War Department's office in New York, and the project was approved by the late Colonel Houston, then United States Engineer in charge of our district. Through the persistency of the Honorable E. J. Hill, of Norwalk, our representative in Congress,



Harvey Hubbell.

the first appropriation for the Yellow Mill improvement has been made.

In April of the year 1882, Horace Smith called the attention of Captain McNeil to the damage constantly done by the washing away of land and the filling in of Cedar Creek. Captain McNeil drew up a petition asking for the survey of Black Rock harbor and its tributaries. The petition was favorably reported and passed at the following session of Congress, and early in the following spring another petition was forwarded to Washington for an appropriation of \$80,000 with which to carry on the work. A committee was subsequently appointed to visit Washington, of which Captain McNeil was one. They laid the matter before the River and Harbor Committee and the \$80,000 was subsequently recommended and granted. This was used for dredging a channel and building a breakwater.

The foregoing gives a summary of Captain McNeil's services to the city, services which have been

recognized and rewarded by a continuance in office under the suffrage alike, of Republican and Democratic common councils.

On the occasion of the festivities of the 3d and 4th of July, 1888, Captain McNeil had charge of the harbor display, on the night of the 3d, which was the most imposing marine celebration ever seen in these waters. He also superintended the "Landing of Columbus," Columbus Day, and on numerous occasions has extended the hospitality of his boats to the City Government, and citizens of note from other places.

In 1865 Captain McNeil married Anna Scofield, daughter of James and Anna Maria (Barnes) Scofield, of New York City, and great granddaughter of Ebenezer Scofield, a revolutionary officer. They had one child, a daughter, the wife of the Rev. Louis N. Booth, rector of Trinity Episcopal Church of this city. Captain McNeil is a member of the Board of Trade, of which he has been President, and was President of the Democratic Association, a member of the Seaside Club, the Algonquin, Historical Society and other social organizations. In February of this year he received his sixth appointment as Harbor Master.

ARCHIBALD McNEIL, the subject of this sketch, comes of good old revolutionary stock. His great grandfather, Archibald McNeil, was born in Woodbury, Conn., November 19, 1740. He enlisted in the War of the Revolution July 3, 1779, and served with honor, doing a patriot's part. His son, William McNeil, grandfather of Archibald, was born in what is now Naugatuck. He studied at Yale College and graduated in the class of 1777. He participated in the French troubles that followed the Revolution, and was taken prisoner and confined in a French prison, through which experience his family became interested in the celebrated "French spoliation claims." His son, Abram Archibald McNeil, father of the present Archibald, was born in Derby, in 1802, but lived for many years in Bridgeport where he founded and was, until the time of his death, connected with the Bridgeport lighthouse. Archibald McNeil was born in Bridgeport, July 2, 1843. He

passed his early years in this city, attending the public schools, and then spent four years in New Haven, where he graduated at the celebrated Hopkins Grammar School. After leaving school he settled in this city, and has been in business here since that time, with the exception of twelve years, during which period he was in the export trade with Cuba in New York City. For eighteen years past he has been one of the most extensive wholesale bituminous coal dealers in this section, being sole agent for six of the most import collieries. In 1881 he married Jean McKenzie Clan Ranald, daughter of Captain George J. Clan Ranald, of New York City. They have three boys. Mr. McNeil has always been in the social swim and popular with his large circle of acquaintances. He was one of the charter members, and for two years President of the old Eclectic Club when it represented the best social elements of the city. He was for many years a member of the Seaside Club, and was a charter



Walter Goddard.

member and for two years President of the new Algonquin Club, to which he now belongs. In 1872-73 Mr. McNeil was a member of the Common Council from the old second ward, on the Democratic side, during the hot times of the first police muddle, known to old Bridgeporters as the days of the "two Johns and the two Henrys."

From 1874 to 1877 Mr. McNeil was Commodore of the first Bridgeport Yacht Club, and was an efficient officer, as he was always a good sailor and deeply interested in all boating matters. He is one of the Board of Governors of the new Bridgeport Yacht Club, at Black Rock. Mr. McNeil was always a Democrat in politics, and stood by the ship in all weather. He was nominated for Representative in the Legislature at the election of October, 1896, and although swallowed up in the landslide, had the consolation of running some 400 ahead of his ticket, which testified to his standing in the community at large. He represented his ward in the Common Council in 1872-73, and, although strongly urged, refused to allow his name to go before the convention for Mayor, in 1897.



John A. Rusling.

PHILO M. BEERS.—Out of the many homes in the known world how many does not possess a sewing machine? And yet how many will stop to think that in all that vast amount of mechanism the needle plays the most important part. The mediæval fish bone that was used for centuries has been succeeded by the ingenuity of man, by a minute particle of steel so constructed and tempered that, with care, they will with constant use last for months.

Bridgeport has among its many industries one of the largest needle factories in this country, the inventive genius of its head, Philo M. Beers, being the means of the installation of automatic machinery, that will produce from 600,000 to 700,000 needles in one month. The product of this factory is favorably known by all dealers, and the great quantity of needles used on the Wheeler & Wilson machines are all of this pattern. Philo M. Beers, the inventor of the valuable machinery for the manufacture of all kinds of needles, was born in Cornwall, Conn., July 23, 1835, and came to Stratford at the age of twelve, where he was educated in the public schools. Removing to Bridgeport in 1858 he went into busi-

ness, but soon after, the Civil War breaking out, he at once volunteered and went to the front. After serving in the army for the full term of enlistment, he returned to Bridgeport in order to make a study of the improvements necessary in the manufacture in his particular lines. After devoting a great deal of time and money he succeeded in accomplishing his object.

As a Republican Mr. Beers served two years in the Common Council with beneficial results to the city, and though not active in politics his advice is very eagerly sought.

Philo M. Beers married, October 12, 1861, Augusta S. Hubbard, having an issue of five children; his son, J. W. H. Beers, being associated with him in the manufacture of sewing-machine needles.

As a Mason he stands very high, having attained the thirty-second degree. He is also a member of the G. A. R. and of the Roof Tree Club.

The makers of history in industrial centers are the manufacturers, and of the numerous firms mentioned in this work none is more respected than that of P. M. Beers.

CHARLES BOOTHE BUCKINGHAM, probably one of the best known of the local business men, was born in Bridgeport, September 20, 1847. He received his rudimentary education in the public schools, after which he entered Emory F. Strong's Academy. After completing his course in that institution he became associated with his father, the late Nathan Buckingham, in the furniture business. On the decease of the latter (which occurred in February, 1885), the affairs of that firm passed under the control of the subject of this sketch. His early business training, obtained under the tutorage of the elder Buckingham, gave him a peculiar fitness for the management of the large interests entrusted to his stewardship. The house had been established fifty-four years ago, and its foundation was built upon honorable methods, a line of policy which has since been continued under its present head. The firm name has become a landmark, as well as a household word throughout Fairfield County.

Mr. Buckingham is a member of several social and benevolent organizations, prominent among which are the Seaside Club, Lodge of Odd Fellows, Pequonnock Lodge of Sons of the American Revolution, Scientific and Historical Societies and the Universalist Church. Politically Mr. Buckingham is a Republican. He is also a Trustee of the City Savings Bank, and President of the Bridgeport Couch Lace Co. On March 24, 1875, Mr. Buckingham married Miss Justine H. Bellows. They have two children, Nathan C. and Earle M.

FRANK E. CLARK.—To few of the younger business men of the city have the passing years brought a greater measure of success than to Frank E. Clark, at present prominent not only in business but in social and political life. Starting out in life's battle with none but the ordinary advantages, he has attained to a place of honor and earned the commendation of a large circle of friends. Though the public career of Mr. Clark has been comparatively short, his life has been marked by varied and interesting experiences. He is one of the few persons who can well be called self-made men. In 1860

he was born in the little town of Salisbury, among the picturesque Berkshire Hills. This place has been the home of his ancestors for fully two hundred years, his parents being of English and Irish descent, and springing from the same root as the famous firm of thread makers of the same name.

When a mere lad he went from his home to Amenia, N. Y., and thence departed for the West. After a short stay in Missouri he located in Iowa, where, later, he embarked in business. In this he prospered, but the longing for home was irresistible, and he ultimately returned to the Nutmeg State. After enjoying a vacation he became clerk at famous Conley's Inn, at Torrington, and from that place came to this city, about fifteen years ago.

It was on January 21, 1884, that he was united in marriage to Mary Gregory Thorne, daughter of



John McNeil.

David Thorne, for many years a prominent contractor with the Howe Sewing Machine Co. Of a particularly domestic temperament, Mrs. Clark has devoted herself almost entirely to her home duties, but during her husband's service as Mayor assisted him most happily in discharging the social duties of his position. Not long after this he secured the contracts for the labor at the jails of Fairfield and Litchfield Counties, which he still holds. In order to be near his employes he has built a pleasant home on North avenue, directly opposite the County Jail of this County, which, while unpretentious, is one of the most cozy in the city. In June of 1894 he entered public life as a member of the Board of Public Works, and at once took an active part in its deliberations. He was instrumental in securing the crushing of stone for the streets at the long unused city crusher, thus effecting a saving of about thirty cents a ton over the contract price. He also advocated the present system of issuing work

tickets for labor on the city streets to the deserving poor, which has resulted in the reduction of the number of families aided by the Board of Charities to a figure below that known previously for the past twenty years. In April, 1895, he was elected Mayor by a majority of 758, being the only Democratic candidate in New England who was successful in a mayoralty contest that spring. Soon after his election he caused a settlement of the long-standing police struggle by the appointment of the present Superintendent, Eugene Birmingham. This was accomplished by recourse to the Legislature and was the promotion of a faithful official, a policy which the Mayor greatly favored.

The garbage reducing plant of the Bridgeport Utilization Company was also completed and set in operation during his term of office and under his direction. Early in the present year it was decided to reorganize the company, which had up to then been conducting the reduction plant located at the West End. From its inception Mr. Clark had been deeply interested in the work of the company, and he was most fittingly, at that time, appointed to the Superintendency of the plant. In July, at the holding of the annual meeting, he was chosen to the Presidency, and is now busily engaged in attending to these added duties.

During his term as Mayor, and on his recommendation, the first steps toward de-

vising and building a better system of sewers in the city were taken. Permanent street paving was another improvement favored, it being his opinion that the building of good, durable and permanent roads is true economy. He favored the adoption of the present police signal system, to effect a saving of money and bring about greater efficiency in the department of public safety, and worked hard to settle the differences arising between the city and the Consolidated Railroad, brought about by the effort to eliminate all grade crossings within the city limits. In this work he was eminently successful, and after many conferences, in company with Messrs. W. E. Seeley and F. S. Stevens, signed an agreement with the N. Y., N. H. & H. Railroad Company, providing for the carrying forward of the work. Under this agreement the herculean task was entered upon and went smoothly on until a legal action was commenced to determine the validity of the act under which the agreement was made. This has since



Archibald McNeil.

been decided in favor of the city, the legality of the act being decided. In the meantime the construction of the new roadbed was continued, and the bills were submitted to the auditing committee of which Mr. Clark was Chairman. Last spring Mr. Clark was urged by his friends to accept a re-nomination for the mayoralty, but refused. Soon after the election he was appointed by Mayor Taylor, his successor, to the Board of Assessors, and has already rendered good service on that important commission.

Mr. Clark is a member of many organizations, including the Masonic and Odd Fellows fraternities, being connected with Corinthian Lodge, F. and A. M., and Pequonnock Lodge, I. O. O. F. He is also a charter member of Nebo Senate, Knights of the Ancient Essenic Order. Among the members of the Algonquin Club he is accounted a "jolly good fellow," and the distinction of honorary membership has been conferred upon him by the Camp Riga Association. For a long time he has been connected with Trinity Episcopal Church, and has aided to a great extent in the promotion of its successful work.

GEORGE WILSON FAIRCHILD.—

The fact that the jewelry house of George W. Fairchild was established as long ago as 1865, and has been in successful operation ever since that date, speaks well for the business capability of its proprietor. Mr. Fairchild, who is a lineal descendent of the Fairchilds who settled in Stratford, Conn., in 1639, was born in that town in 1837, where he received his education, and where he now resides in the old family homestead. From his native place he went to New York City, learning the jewelry business there, first with A. C. Benedict, later with Osborne, Boardman & Townsend. In the fall of 1865 Mr. Fairchild came to Bridgeport and established the house which bears his name. He has occupied his present store at 357 Main street for the past twenty years, the first location having been in the Citizens' Building.

In July, 1887, the safe of the Fairchild establishment was broken open, and jewelry to the amount of \$7,000 or \$8,000 taken. The Jeweler's Association, of which Mr. Fairchild is a member, succeeded in running down and convicting the three men who committed the theft, but only about \$500 worth of stolen property was recovered. A portion of the goods taken belonged to customers of Mr. Fairchild, and notwithstanding his serious loss he honorably made good all their property, an act which speaks to the highest credit of the firm. Mr. Fairchild is a member of the Board of Education, a trustee of the Stratford Library Association, a charter member of the Village Improvement Society, and a trustee of the Farmers' and Mechanics' Savings Bank of Bridgeport. For nearly a quarter of a century he has been Secretary of the Methodist Episcopal Sunday School of his native town, and is always interested in every benevolent enterprise.

On October 19, 1864, Mr. Fairchild married Miss Helen Adela Parrott, of Bridgeport, by whom he has had four children—three sons and one daughter. The eldest son died in 1875. The two remaining sons are associated with him in business.



Philo M. Beers.

ORANGE MERWIN, of the banking firm of Marsh, Merwin & Lemmon, was born at New Milford, Conn., August 21, 1854. He is probably one of the best known and most popular of Bridgeport's citizens. Mr. Merwin is President of the Board of Fire Commissioners, a member of the Seaside and Roof Tree Clubs, Treasurer of the Y. M. C. A. Association and Boys' Club, and is a 32d degree Mason.

ALFRED BEACH FAIRCHILD, son of Charles N. and Louisa (Beach) Fairchild, is descended from Thomas and Katherine (Craig) Fairchild, who came from London, England, and first settled in Stratford, Conn., about the year 1639.

Alfred B. Fairchild was born in the village of Nichols Farms, town of Trumbull, Conn., July 13,



Charles B. Buckingham.

1845, and received his education in the common school of the village. At the age of eighteen he left Trumbull and his father's farm, and acted as clerk in the store of his brother, Henry C. Fairchild, in Bridgeport, where he continued until 1867. Being then of age he began business for himself by purchasing the village store in Nichols Farms, his native place. Here he continued successfully for three years, and then purchased the general store at North Bridgeport in connection with the woollen mills of Dean, La Monte & Co., which he conducted with success till the destruction of the woollen mills by fire, which, in a large measure, destroyed the business.

Mr. Fairchild then entered the insurance and real estate business, which he commenced in August, 1874, and in that business he has continued until the present time. He has held the Secretaryship of the Bridgeport Board of Underwriters for nearly ten years, and was also Secretary of the Bridgeport Mutual Life Association for about the same period, and is now its President. In May, 1894, he associated with himself in business the late Wm. C. Mead, as a partner, under the firm name of Fairchild & Mead, which is still continued by the surviving partner. Mr. Fairchild has never been prominent in politics, but he is a member of the Board of Fire Commissioners of the city at the

present time, receiving his appointment as a Democrat from Mayor Taylor. He is a member of the Masonic Fraternity, of the Seaside Club, and has been for many years connected with the South Congregational Church. Mr. Fairchild was married to Eliza Mills Tomlinson, daughter of Gideon M. Tomlinson, of Stratford, June 18, 1873, and has two sons living.

FRANK T. STAPLES.—Of the younger citizens of Bridgeport none is more popular than the above-named gentleman, who, in the varied business of banking, real estate and insurance (as a partner with his father) has been markedly successful. Frank T. Staples was born in Bridgeport, November 24, 1863, and was educated at the public school, graduating in 1881. He then accepted a position in the insurance department in his father's office, and in January, 1882, upon the death of



George W. Fairchild.



Orange Merwin.
(Fire Com.)



Albert B. Fairchild.
(Fire Com.)



Frank T. Staples.
(Fire Com.)

T. R. Cruttenden, took charge of the banking portion of the business, with which he has since been connected. In 1884 he became a partner in the concern, under the firm name of James Staples & Co., successors to the business established by James Staples. Mr. Staples was married, December 16, 1884, to Laura Frances Stevens, having as issue one son (Richard T. Staples). As a Republican he was appointed Fire Commissioner, June 1st, 1897, which official position he still holds. This gentleman is socially very popular, and is a member of the Seaside Club.

WALTER STAPLETON was born on the 31st day of January, 1865, was educated at the Union School, and has been a resident of his native city (Bridgeport) all his life. The present generation are all acquainted with the many genial qualities of our subject, both as a business man and a gentleman. His business (that of a bottler and manufacturer), is a very extensive one, which has been built up from a very moderate beginning. Mr. Stapleton is the founder of the American Bottlers' Association, of which he has been President for three years (an honor very much sought). He is a great believer in fraternity, as his membership in the Elks, Foresters, Arion and Turner Societies will indicate. The popularity of Mr. Stapleton is well known. The Fourth Regiment Connecticut N. G., at its election in February, 1897, appointed him as their Paymaster with the rank of First Lieutenant, which position he has filled with credit to himself and the regiment. But it is in politics where his friends are manifold, and no candidate had better recommendations for the office of Fire Commissioner than the subject of our sketch. The present Board, of which he is a member, has succeeded beyond anticipation in pushing to the front plans for the betterment of the department, and in Mr. Stapleton the taxpayers have a representative who will look fully after their interests. The future political career of the gentleman will be watched with much kindly interest. He is unmarried.



James Staples.

LEWIS B. SILLIMAN, one of the leading wholesale dealers in and a producer of crude petroleum, a gentleman well known throughout New England, was born at Durham, Greene County, New York, June 9, 1832. When he was twelve years of age, he, with his parents, removed to Bridgeport, where he received his education in a select classical school. In 1885 Mr. Silliman located at Titusville, Pa., where he remained until 1887, having been engaged in the banking business, and also a producer of crude petroleum. During the latter year above mentioned, he returned to Bridgeport where he engaged in his present business. He still retains his interests in the oil region of Pennsylvania, the Standard Oil Company taking his product of crude oil. At his place of business, No. 368 Water street, Bridgeport, he conducts an extensive trade in illuminating, cylinder, engine, spindle, machinery, and other oils, lubricating greases, petroleum product, belt dressing, stainless oils, etc. He also deals extensively in *naval stores*, which he receives direct from the southern markets. His special brand of

illuminating, "Calcium Light," oil is a great favorite with the trade, and an immense output is sold every year. Some idea of the extent of the business conducted by Mr. Silliman may be gained from the fact that he has three floors, 150x30 feet, fully stocked, and has a dock in the rear. He also owns the schooner M. O. Wells, which makes weekly trips to New York. He makes occasional trips to the oil region, is in frequent communication with manufacturers of oils, benzines, etc., and is therefore able to save much time and money in transportation. It will naturally be seen that he is in the position to supply the trade of New England at the lowest market rates, and can guarantee prompt shipment either by rail or water. Mr. Silliman is a prominent member of the Seaside Club, South Congregational Church, the State Sunday School Association, and the Sons of the Revolution. Politically, Mr. Silliman is a Republican. While residing at Titusville, he was for eight years a



Frank E. Clark.

member of the City Council, six years of that time he was President of the Board; he was also President of and an influential member of the Library Association of that city. On May 15, 1862, he married Miss Susan Hawley Sterling, oldest daughter of the Hon. Sherwood Sterling. Mr. Silliman has always been identified with every movement for the betterment of Bridgeport; he is a public spirited citizen, and is a liberal contributor to all charitable and religious causes. He is highly esteemed as a citizen and a neighbor.

FRANK MONTIGNANI.—The visitor at the photographic studio of Frank Montignani on State street will find much to interest him. An extended experience as a photographic artist both in this country and abroad is the recommendation that Mr. Montignani has to offer to his patrons. Serving his apprenticeship of seven years with the firm of Ross & Thompson, of Edinburgh, Scotland, photographers to Her Majesty the Queen, Mr. Montignani went from there to London, where he became associated with Seargent, the royal photographer. Coming to this country at the age of twenty-three, he worked in the employ of Charles H. Williams, and finally came to Bridgeport, where he established his business in 1871. Mr. Montignani has the

honor of being the first one in this city to engage in enameling, water color painting, and the making of carbon prints. He has in his possession the negatives of pictures he has taken of many Bridgeport people for the past twenty-three years. The date of Mr. Montignani's birth was October 30, 1847, in the city of Edinburgh, Scotland. He was married, January 23, 1870, to Mary Francis Hill, by whom he has had two children, a son and daughter. The son, Vincent DeBois Montignani, has succeeded to his father's business, having the reputation of being a first-class crayon artist. Mr. Montignani attends the South Church, and is a member of the Knights of Pythias, Bridgeport Lodge of Elks, No. 36, and the Concordia Society.

DAVID SHERMAN BEACH.—In these days of slow progress, it is pleasant to record the



David Sherman Beach.



George Franklin Cook.

success of one of Bridgeport's public spirited citizens, who, although quite a young man, has made an enviable record in the realms of finance. David Sherman Beach was born in Bridgeport, Fairfield County, Conn., February 26, 1861. Descended from one of the oldest families in the state (dating from revolutionary time), he, by inherent tact and great business abilities, has succeeded in building up a corporation whose scope and destiny is unknown as yet to our great people, though entirely of advantage to its investors, and bondholders, is philanthropic. His system to a great many was visionary, but time that works wonders has convinced the skeptics that in David Sherman Beach there is the element of push and pluck to be one of the ablest financiers of his time. The North American Investment Company, of which he is the head, was incorporated under the laws of the state of New Jersey, May 26, 1896, with a great many of Bridgeport's prominent citizens as directors.

Horticulture seems to have been the study of his early business life, for at the age of fourteen we find him a partner in the firm of J. H. Beach & Sons, of Horticulture Farm; at the age of twenty-eight he became the sole owner of the vast expanse of greenhouses called Agricultural Emporium, which, in spite of a checkered career remains to remind him of days gone by. David Sherman Beach is the author of the Beach Insurance Bill, which, although not regarded favorably by the members of the Legislature of 1897, is looked upon as the forerunner of a measure that will entirely meet with his ideas, and secure the benefits embodied in his bill.

Mr. Beach was married, October 15, 1885, at the age of twenty four, to Mary Jane Meeker, daughter of Mr. and Mrs. Burr Meeker, of Westport, Conn., having an issue of four children—John H., David Sherman, Jr., Harlan Page, and Ella F., who died in infancy.

Society seems to demand a good portion of his recreation hours, as he is a member of a number of social and church clubs, a noteworthy one being the local Christian Endeavor Society, of which he is the President. Mr. Beach is a communicant of the First Congregational Church of Bridgeport, and has held his membership for twenty years. This history might well record the fact, that it is owing to such energetic citizens as David Sherman Beach, that the city of Bridgeport has made such wonderful growth during the past twenty years.



Walter Stapleton, Fire Commissioner

GEORGE FRANKLIN COOK was born in Birmingham, England, April 30, 1843. At the age of four years he came to this country with his parents. His father, Richard Captain Cook, started the first bakery in East Bridgeport. His death was the result of an accident which occurred when he was but thirty-eight years old. He left a widow and six children. He was conducting a prosperous business at the time of his untimely death. George F. Cook was educated in the schools of Bridgeport. At eighteen he enlisted in Company I, Ninth Regiment Connecticut Volunteers, September, 1861, and served with credit and distinction for four years. He was the only wagon-

Master the Regiment had during its service. The Regiment never went into action but that he went and carried his musket. With three others he captured eight guerrillas opposite Vicksburg.

Mr. Cook had a large number of horses under his charge during the four years' service, but never lost a horse except those that were killed in action. While aboard the ship King Fisher, more than half the horses aboard were killed in a storm off Cape Hatteras, in December, 1861. Through constant care and watchfulness Mr. Cook landed all that he had charge of in good condition. May, 1862, while in the Gulf of Mexico en route from Ship Island to New Orleans on board the ship Western Empire, with a cargo of 200 horses, the ship was struck by a calm which lasted for two weeks. It was necessary to allow the horses only two quarts of water and two quarts of oats a day, but none suffered to be incapacitated from the siege.

Mr. Cook was wounded at Cedar Creek, Va., October 19, 1864. He was engaged in the battles of Baton Rouge, Cedar Creek, Winchester, Fisher's Hill, and was mustered out of service, August 3, 1865.



Lewis B. Silliman.

He had a large milk farm for three years, and was salesman for A. L. Winton for two years. In 1870 he started a grocery business on East Main street, firm of Cook & Winton, later Cook & Rogers. In 1880 he disposed of the grocery and started a livery business on East Main street, and in 1885 removed to the large and commodious stables on Kossuth street. Here he has a building 128 feet in depth, with a frontage of 60 feet, the whole airy, well lighted and conveniently arranged for carrying his large business, while the grounds connected with it comprise about four acres in extent. Mr. Cook makes a specialty of thoroughbreds for the saddle for ladies riding as well as for men. He has been with his saddle horses to Niantic for fifteen encampments, which have been ridden by all the highest officers of the State, and also by General Miles, commander of the United States army. In 1892 he sent twelve horses to Chicago at the dedication of the World's Fair, for Governor Bulkeley and staff, at an expense of \$1,500, which was paid by Governor Bulkeley personally. His horses have been used in Providence, New York and Stamford for state parades. On Grant Day Governor Cook and his staff were furnished with Mr. Cook's horses, and on all occasions they have given universal satisfaction. As the manager of

one of Bridgeport's largest livery stables, Mr. Cook has always prided himself on its sanitary condition and freedom from epizootic diseases, but in January, 1896, the horses in his stable were suddenly attacked by a disease, which for violence and rapidity of results, was unparalleled in the annals of veterinary literature. On January 5 the first horse was attacked, and within the five following days thirty-six horses died. Local veterinarians, with those of state and national reputation, pronounced the disease cerebro-spinal meningitis, but none were willing to venture an opinion as to its source. It seemed to swoop down upon the stable like some of our storms from unknown regions. This sudden and severe loss would have disheartened a less courageous man, but with characteristic energy and the assistance of appreciative friends, the stable was quickly refitted, and within a very short time it was as well filled as before. He now manages one of the most prosperous livery establishments in the city.



F. M. Montignani.



Charles Hartman (Dec'd).

Mr. Cook was twice married. In 1871 he married Hattie Seeley, daughter of Deacon Ebenezer Winton, of Easton. There were two children, Susan Louisa and Franklin S., both located in the west. In 1881 he married Mrs. Anna Booth Cook, by whom he has one son, Alexander Thompson Booth Cook. Mr. Cook has always been a Republican, casting his first vote, while in the field, for Abraham Lincoln. He has taken no active part in politics, was once nominated for Alderman in the Democratic Sixth Ward, and ran ahead of his ticket. He is a member of the G. A. R.

CHARLES HARTMAN, the brewer, who died in this city, January 30, 1896, had been a resident of Bridgeport something above nine years. He was a native of Germany where, at Neustadt-on-the-Hardt, he was born, May 11, 1844. He received his education in the public school of his birthplace, and at the youthful age of twelve learned the brewery trade. Previous to coming to America, in 1866, he traveled through his native country, visiting the largest German cities. On his arrival in this country, he was first employed at the brewery of Conrad Stein in West New York. Two years later found him at the Shutte brewery in Morrisania, N. Y. He then returned to the metropolis, becoming foreman of a brewery there. After marrying, he was employed by Schmidt & Huhne, of New York, and later started in business for himself. After conducting a saloon for some half dozen years, Mr. Hartman lost all his savings through speculation, and was compelled to begin anew at the brewery business, once more working his way from the beginning to the position of foreman. He was successively employed in Wilmington, Del., Hunsdale, Pa., Baltimore, Md., and Newark, N. J., thence returning to Morrisania, N. Y., he assumed control of the A. Hupfel & Son's brewery, which position he occupied for four years.

In 1887 Mr. Hartman came to Bridgeport. With \$9,000 he started the brewery on Hamilton street and built the business up until he was in possession of the latest improvements. It was with hard labor that he brought the firm to its present day position. His application to business was so intense and persistent that finally, over-estimating his strength, overwork laid him on his sick bed and he finally passed away. Mr. Hartman was a member of the Freeden, Odd Fellows, Knights of Pythias, the Beyer Verein, Schutze, Germania and Concordia Societies, and of the Brewers' Association. He was married, August 28, 1872, to Susanna Maydeline Schonsiejel, by whom he had five children. Mr. Hartman was one of the enterprising Germans of the city, a man who had worked his way up from small beginnings, step by step, until he obtained a competence. When in his last illness, his many friends were constant attendants at his bedside, and when borne to his final resting place he was followed by the largest funeral procession the Park City ever saw. Eighty carriages were in the line. Many friends came from out of town to pay their final tribute to the dead, and during the funeral ceremony the house and grounds were crowded. Over 100 floral pieces and almost as many bouquets testified to the place Mr. Hartman held in the hearts of those who knew him. Besides the mem-



George Ransom Osborn.

bership of local societies who were in attendance, many delegations from out of town were present.

GEORGE RANSOM OSBORN.—Biographies and histories being constantly written, brings to light the many families, whose genealogical tree is easily traced back through generations to that period, when the proud sons of Normandy, under William the Conqueror, landed on the shores of England, and proclaimed their hero king after the battle of Hastings. George Ransom Osborn is a scion of the noble family of Osborn, and was born in Humphreysville, Conn., (now Seymour), September, 1831; and after finishing his education at his native home, went out into the world to grapple with that fickle dame, fortune. His was a most migratory disposition, he has lived and succeeded in business in a number of cities; principally, New York, Hartford, Cleveland, New Haven, Chicopee Falls, and Ilion, where he was a contractor at the Remington Arms Works during the war. At the outbreak of the Free Soil agitation in Kansas, Mr. Osborn volunteered and became a member of Jim Lane's Free State Army; after which, returning east, he accepted employment at the Remington Arms, leaving there to establish his own business at Chicopee Falls; and after disposing of his property there, came to Bridgeport as a manufacturer of bird cages; later, removing to New York, where he

founded the Osborn Manufacturing Co. Mr. Osborn all through his life has been intensely patriotic; and the number of societies (during the war and at present) receiving his bounty will never be known. As a business man and gentleman, he is very much respected, both in this and other cities; notably, New York, where he founded the Osborn Manufacturing Co., the concern still existing.

He married, in 1861, Mary Clarissa Williams, who died in 1877, leaving two boys, one of which subsequently died; the other, Howard Mason, is now in business with his father. As a second matrimonial venture, Mr. Osborn wedded, in 1880, Sarah Edwin Boorman, of Chautauqua, N. Y. Mr. Osborn is a Mason and a member of the Knights of Honor.



Aaron W. Wallace.

AARON W. WALLACE.—One of Bridgeport's oldest and most prominent residents and business men, is Aaron W. Wallace, who came to Bridgeport in 1852. Almost every citizen of any age, has met and is acquainted with that gentleman's kindly countenance. His bakery, situated 173-179 State street, has always (since he started in that business) been a mecca for the fashionable element of the Park City inhabitants. He was born in the City of Yonkers, N. Y., October 13, 1827, and received

his education at the public schools of that town. Yonkers (not having developed into the large city it is to-day) was a field hardly suited to the progressive and enterprising mind of Mr. Wallace, so he pushed out into the world, with a good name and a little capital; and after visiting a large number of places, finally settled in Bridgeport; becoming fully identified with that city's growth and industrial progress. His political career has been marked by a display of patriotism in the performance of his duties in several official city positions, and although he sacrificed a good deal of time from his business, a call from his party was never made in vain. The positions of Member of the Council, Board of Taxation and Apportionment, Assessor, Grand Juror and others were all filled with the same official sagacity and political acumen. Mr. Wallace is Vice-President of the Bridgeport and Port Jefferson Steamboat Co., member of the Seaside Club, and is a vestryman of Christ Church.

He married, December 25, 1850, Martha E. Near, and is the happy father of three children.

HORACE GRANFIELD SCOFIELD.—The subject of this sketch was for many years chief engineer on the New York, New Haven and Hartford Railroad, and has been City Surveyor of Bridgeport for twenty-nine years. He came to the Park City from Stamford, the place of his birth, where he was born, March 7, 1832. His education was received at the New Canaan Academy, supplemented by

four years study under private tutors while teaching. A Republican in politics, Mr. Scofield represented the town of Stamford in the General Assembly in the years 1867 and 1868. On April 20, 1870, he married Miss Emma Adelia Hobbie, by whom he has had four children.

JOHN S. CAIROLI, by profession a dentist, and a member of many fraternal organizations, was the son of Lazarus Cairoli, who was born in Leghorn, Italy, and became a sea captain. He was born in Philadelphia, August 14, 1845, where he was educated in the public schools; subsequently being graduated from the Baltimore College of Dental Surgery. For thirty-one years he has been a resident of Bridgeport. He is a member of Corinthian Lodge F. and A. M., Jerusalem Chapter R. A. M., Jerusalem Council Hamilton Commandery No. 5, Knights Templars, Pyramid Temple, Order of the Mystic Shrine, Seaside Council, No. 709, Royal Arcanum, also Phoenix Council, No. 77, Elias Howe Post, No. 3, G. A. R., and of the Pequonnock Lodge, I. O. O. F.

In politics he is a Republican, and is a member of the Plymouth Congregational Church of Milford, Conn. Mr. Cairoli enlisted in Company I., 25th New Jersey Volunteers in 1863, and was discharged in June, 1864. He then joined the United States Navy, serving on the gunboat Wyanda. Mr. Cairoli's wife was Susie M. Strong, the daughter of John P. Strong, and granddaughter of Hon. Selah Strong, of Milford, Conn. Mr. Cairoli is a direct descendant, on the maternal side, of Captain Hiram Walker, of revolutionary fame who was wounded at the Battle of Monmouth, and whose youngest child (the mother of our subject) is still living in Camden, N. J., at the age of eighty-five. She recently joined the Daughters of the Revolution of Philadelphia; being the only direct descendant of a revolutionary soldier in that city.

FRANK H. JACKMAN, D.D. S., is the son of W. H. Jackman, a prominent wool hat manufacturer, of Lawrence, Mass., in which city he was born and reared. He received his early education in the public schools, but in order to embrace a higher education attended the Worcester Academy, Worcester, Mass., finally graduating from the Baltimore College of Dental Surgery, with the highest honors of his class, receiving the first prize and the special commendation of the Dean. Dr. Jackman began his professional career in Chicago, and after a successful though short stay removed to Bridgeport, becoming associated with Dr. C. W. Strang, finally developing a business of his own at No. 436 Main street. The family of Dr. Jackman is one of the oldest in New England, the church and all professions having an honored member in some scion of the family. Dr. Jackman, A. M. M.D., of Clinton, Conn., is the only brother of our subject.

The Doctor is considered to be a rising man in his profession, popular, handsome, accomplished and quite young (being only thirty years of age), and he will, no doubt, at no very distant future, become a leading light in dental surgery. He resides at No. 193 Fairfield avenue and is unmarried.



Horace G. Scofield.

C. TRYON PLATT.—The tramping of soldiers' feet at the outbreak of the late war, resounding through the streets of Bridgeport, was an event of grave importance to the mothers and wives of those men, as they marched on, perhaps to their doom, but with the consciousness that some sacrifice must be made in order to save the Union. The father of the subject of this sketch was one of those heroes who volunteered his services to his country, in the Second Connecticut Light Battery, and served with distinction and honor. After the war he became foreman of the White Manufacturing Company, and married Miss A. Elizabeth Goldsmith, of New York, having a son and daughter as the result of the union. C. Tryon Platt is that son; his education was gained in the public schools of this city, finishing his scholastic course and not being satisfied with the trade he was learning, he entered the studio of Mr. Farini to learn the art of photography. After devoting four years to that study he commenced

business on his own account, and leased the studio at No. 100 Fairfield avenue, which he still carries on. Mr. Platt executes some very fine work, and receives more than his share of the city's demand in that line. He is the son of Norman and Eliza Platt, and is unmarried.



John S. Cairoli.

DR. JOHN BRIZELL, JR., of this city, is a son of John Brizell, a contractor of Liverpool, England, and was born in the City of Liverpool in 186c. His early education was gained in the private schools of that city, where he studied until the year 1875. Though at a very early age he entered the office of G. Hayes, a veterinary surgeon (acknowledged to be the foremost in the country), and after serving four years in mastering the preliminaries of the profession, he was admitted to the New Veterinary College, Edinburgh, Scotland, the completion of this course occurring in 1882, when he received his degree of M. R. C. V. S. Before sailing for the United States he began practicing in Liverpool, in order to thoroughly equip himself for the line of duty he had laid out for himself in this country.

Kentucky, the home of the thoroughbred, seemed to be a magnet that drew him south, but after practicing there for a number of years, he found that to gain the reputation his talents already entitled him to, the Eastern States afforded the greatest opportunity, so with great ability as a practitioner and a stout heart, he moved his family to Bridgeport, Conn., and his success of the venture was soon an assured fact. Dr. Brizell, some time ago, opened a hospital for his veterinary work and dentistry,* attached to which is a horseshoeing shop, and it is considered by competent judges to be the most complete in the country. The Merchants' Lodge of Masons, of which Dr. Brizell is a member, is presided over by H. R. H., the Prince of Wales, and on that account Merchants' Lodge is known in all parts of the world. He is also a member of Knights of Pythias, Midland Veterinary Association of England, and is an attendant of the Presbyterian Church. Dr. Brizell married Robina White, of Edinburgh, Scotland, and is the happy father of two children.

*The only one in the country.



C. Tryon Platt



Robert Webber



William P. Merrill



Charles E. Hates



THE WINDSOR HOTEL (MERRITT & HATCH, PROP'RS).

ROBERT WEBER, the present Democratic Town Clerk of Bridgeport, was a native of Wuertemberg, Germany, where he was born, November 19, 1851. His education was received at Koenigsbronn and Heidenheim. For twenty-five years he has been a resident of the Park City, and is a member of several of the local German Societies, Schwaben Verein, Turn Verein, Schuetzen Verein, the Arion Singing Society, besides the B. P. O. E. Elks, U. O. R. Men, Knights of Pythias, Park City Athletic Club, and the Order of Seven Wise Men. In 1881 Mr. Weber was elected a Councilman from the old sixth ward, and in 1884-85 and 1887 was Selectman. At the last local election he was elected Town Clerk by a majority of 795. Mr. Weber was married, February 3, 1874, to Miss L. W. Koehler. They have had five children, all living.

SWAN BENJAMIN BREWSTER.—In the rapid development and growth of the Park City, the younger element of business men has taken no small part, the weight of responsibility has been shifted as the years have passed by, from the pioneers who struggled hard for ter able to bear the burden.

Of this younger element, the min Brewster, is well known. He Canaan, in this state. His educa- University, at Bloomington, Ill., and he took up his resi- Mr. Brewster open- State street in 1884, moved to the Main street, and in that building, ness in the Arcade sold out, and went business, in which Mr. Brewster has as an honorable, ing business man, and holds hosts of mirable personal qualities. He is a the Masonic Fraternity, and is a has been twice married. His first of Marcus and Julia H. Nichols, to 14, 1888, one child being the issue, died March, 1891. Mr. Brewster's Tomlinson Meeker, granddaughter have one child, a daughter, born



Frank H. Jackman, D.D.S.

subject of this sketch, Swan Benja- was born in Falls Village, Town of tion was received at the Wesleyan on completing his scholastic course, dence in this city, ed an art store on s u b s e q u e n t l y Bishop Block, on after the changes continued the busi- until 1895, when he into the real estate he is now engaged, always been known fair, and enterpris- and he has made friends by his ad- member of the Episcopal Church, of Democrat in politics. Mr. Brewster wife was Lizzie H. Nichols, daughter whom he was married, November Both Mrs. Brewster and her child second marriage was with Sally of the late Fenlon Hubbell. They May 1, 1897.

HORACE HARTON JACKSON, proprietor of the well known book and stationery store on Main street has been a resident of the Park City for more than two decades. He is a native of Yonkers, New York, where he was born on the 16th of November, 1863. His education was received in the public schools of Middleport, Ohio, and Bridgeport. Mr. Jackson is a member of several of the well known clubs and fraternal organizations of Bridgeport, including the Seaside, Contemporary, Country and Bridgeport Yacht Clubs, Pequonnock Lodge No. 4, L. O. O. F., the Improved Order of Red Men and the Ancient Essenic Order, Stratfield Encampment No. 23, I. O. O. F.

WILLIAM PLATT MERRITT was born in New York City, February 12, 1857, and received his education in the public schools of that city.

His geniality being so well known, it was suggested that the hotel business was his forte, and after adopting the advice of his friends, became Room Clerk of the Grand Union Hotel, New York.

During his occupancy of that position he saw the house grow larger and larger; wing after wing

being added, and it was no doubt due (at least in part) to Mr. Merritt that those great results were attained.

After thirteen years' service Mr. Merritt retired from the Grand Union, and in company with Charles E. Hatch, acquired the Windsor Hotel, this city, which no doubt shelters the large majority of travelers coming here.

Mr. Merritt was wedded in 1890 to Elizabeth Edmonds, of New York City, one son being the result of the union.

Mr. Merritt can no doubt claim the distinction of being the only representative of the famous Seventh Regiment of New York in this city, whose membership contains the flower of the refined manhood of the Empire City, including the scions of its wealthiest families.

CHARLES EDWIN HATCH was born in the City of New York, November 5, 1841, in which city he spent most of the earlier years of his life. Educated in the public schools and Free Academy

of New York, entering into mercantile life until the breaking out of the war, when he enlisted in the 83d N. Y. Vols., for three years, returning entered the hotel business, and in 1886 was called to open and manage the Hotel Russwin, in New Britain, which he did successfully, the Russwin having the reputation of being one of the best and neatest kept hotels in New England. Coming to Bridgeport in 1895 he bought out one-half interest in the Hotel Windsor of this city, and its present popularity is due to the great popularity of Mr. Hatch and his associate, Mr. Merritt, their long experience in the business giving them a thorough knowledge of the wants of the traveling public. Mr. Hatch is a thirty-second degree Mason, Knight Templar, Shriner, and a member of the Putnam Phalanx (one of the oldest military social organizations in the country, and composed of very prominent citizens of Connecticut), also a member of the Royal Arcanum and several other fraternal societies. He married for his wife and helpmate through life Catharine E. Barnes, of Amagansett, Long Island, on October 30, 1870, who, on her mother's side, is a blood relation of the famous Senator Roscoe Conklin. During their happy married life they have had born to them one son, now deceased.



George H. T. Wallis.

TIMOTHY J. MURPHY, though one of our prominent citizens of the younger element, has led a very uneventful life. Born in Cork, Ireland, March 4, 1860, he left his native country in order to seek that will o' the wisp, fortune, in the Western Hemisphere. He landed in New York in 1879 (a sturdy specimen of manhood), and after spending a year in that Cosmopolitan city went to Springfield, Mass., and in 1888 came to Bridgeport.

Timothy J. Murphy has by dint of energy and the foresight to grasp opportunities succeeded in building up a successful business, and at the same time to gain the esteem of all. Col. Murphy is a member of the A. O. H., K. of P., K. of C., A. O. F. of A., K. of G. E., Emmet Club, Elks, etc., N. E. O. P., and is the Commander of the First Regiment, H. R. of this state. He married, January, 1893, Catherine M. Crowley, by whom he has two children.

GEORGE H. T. WALLIS was born in Birmingham, England, February 5, 1859, and received his education in that city. At the age of fifteen he was apprenticed to A. Embury, one of the principal Art Dealers in England, and at the close of his apprenticeship was tendered a certificate of



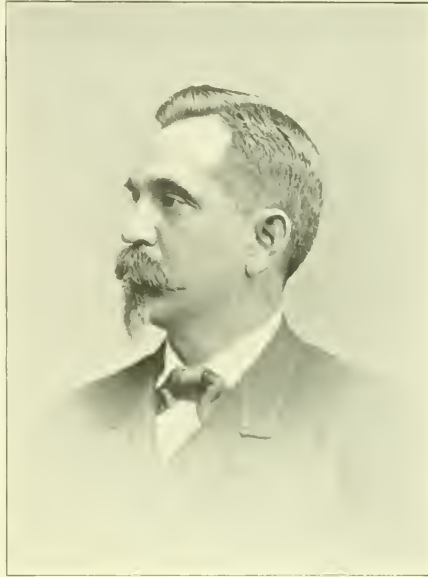
General T. J. M. M. M.



John Brizell, V. S.

proficiency in the different branches of that business. Coming to this country in 1886 Mr. Wallis came to Bridgeport and entered the service of J. H. Scully, continuing under him until 1896, when he succeeded that gentleman as owner of the art establishment on State street. Scully's art store is very well known to the people of this city and the work of Mr. Wallis has been highly commended. The great love of everything artistic has been the means of making his success permanent, and the thorough knowledge acquired by his early training has enabled him to restore to their original condition many valuable objects of art whose beauty had been dimmed by time, accident and various other causes. Mr. Wallis is married and has two children.

WILLIAM SUMNER BULLARD.—William Sumner Bullard, who has resided in the City of Bridgeport for nine years, has had a very varied experience. Sutton, Mass., was the place, where on the 11th day of September, 1844, he first saw the light, but it was in the town of Lenox that he received his education, until September, 1862, when his father moved to Peekskill, N. Y., here his studies were continued under private tutor, preparing for West Point or Annapolis Naval Academy, that being his ambition, but when the call to arms was made at the outbreak of the late war, he dropped studies and at once volunteered to serve in the interest of his country. He went to the front, February 12, 1862, as a member of the United States Sanitary Commission, and after the capitulation of New Orleans, November, 1863, he was appointed to take charge of the Soldiers' Home, New Orleans, where the work of the United States Sanitary Commission was commended by the whole world. At the close of the war, September, 1865, Mr. Bullard was relieved of his post and mustered out with the rank of Major. The succeeding two years was spent in the study of medicine, but as that profession did not suit his inclination, he took up the trade of iron moulding, later having contract to make all the castings of the Mutual Gas Works of New York City. Of his later life he is best known as General Contractor in Paving and Roofing, and an Entomologist. The Elm Leaf Beetle (*Galerucella luteola*) proving very destructive to the beautiful elm trees here and elsewhere, he devised a plan whereby the insect might be destroyed. That he succeeded is attested by the fact that in March, 1896, he was commended by the Agricultural Department of the United States Government, and his plan given official authority. His first wife was Hannah Kettlewell, by whom he had three sons. After her death he married Ella Beheer, one daughter being the result of the union. In politics Mr. Bullard is a Republican. Christ Church claims him as a member, also the Association of Economic Entomologist.



George W. Betts.



Swan, W. Brewster.

FREDERICK C. MULLINS has had the distinction of holding the important position of City Clerk of Bridgeport for eight years, and of having been re-elected for another two-year

term at the last local election. He is a native of the city, being born in 1863, was educated here, and has always made it his home. He is a member of the Knights of Columbus, the Foresters of America, the Arion Society, the Ancient Order of Hibernians Division No. 2, Camp Uncas, the American Federation of Wheelmen, and Park City Yacht Club. Mr. Mullins was married, September 5, 1888, to Mary E. Johnson, of Bridgeport. He is a member of St. Mary's Roman Catholic Church.



Horace H. Jackson.

HENRY O. CANFIELD is a manufacturer of rubber goods. He was born in Naugatuck, November 9, 1847, where he attended the public schools, further extending his education in French and German schools. He has resided in Bridgeport for some dozen years. He is a member of the Seaside and Algonquin Clubs, and also the Masonic Orders. April 17, 1873, he married Miss Emmagene C. Freshhour, by whom he has had three sons. He is a Republican in politics.

SIEGMUND KUPFER was born at Althutte, Bohemia, Austria, where he received an education in a polytechnical school. For the past twenty-three years he has resided in Bridgeport, where he is highly esteemed and respected. Mr. Kupfer was formerly a wine merchant. In 1866 he became a traveling salesman, a position he continued to fill until 1893. He afterward became Assistant Tax Collector, having held that position for four years, his term expiring in April, 1897. He is at present a Justice of the Peace, he having recently been elected for a term of two years. On May 10, 1868, Mr. Kupfer married Miss Anna Block, of New York City. Five children have blessed the union;

one, a daughter, is married to Mr. Edward Epstein, of New York City.

ANDREW RADEL.—To President Andrew Radel, of the Traction Company, is due more than to anyone else, the fact that the people of Bridgeport to-day enjoy better facilities for street car travel than are to be found in any other city of the same size in the country. Mr. Radel is a man of experience in the building and management of street railways, and under his direction the local system was transformed from its old and antiquated form to its present convenient and well handled condition.

Andrew Radel was born in Newark, N. J., March 2, 1862, and after completing his common school education, spent two years at St. Benedict's College. He is the son of the late John Radel. When he was sixteen years of age his father purchased the Newark and South Orange Street Railway, which was in the hands of a receiver, and generally considered to be absolutely valueless. For it he paid \$35,000, or rather agreed to pay that sum, being given ten years in which to do so. Its length was but seven miles, and its equipment was meagre and the patronage was very small.

Mr. Radel, senior, was engaged in the grocery business, to which all his time was devoted, and he soon placed the



Siegmund Kupfer.

running of the road in the hands of his son. The latter soon showed that he possessed the ability to carry out the task, and almost before it could be realized by competing lines, a franchise had been secured for the extension of the line four miles into a well peopled and prosperous section of country.

Immediately there was a change in its affairs, and it soon became a paying investment. In seven years the entire purchase price had been earned over and above expenses, great improvements had been made, and the road was paying a handsome percentage.

In 1892 it was sold by Mr. Radel to the present owners, he securing a large share of the stock of the new company. Immediately afterward, under the supervision of Andrew Radel, it was equipped with electricity, the work being done in record breaking time, and with a celerity that won new laurels for the manager.

When the syndicate controlling the company decided to take possession of the system in this city. Mr. Radel was naturally selected for the position of Superintendent and General Manager, and under his direction the line was equipped with electricity, extended, and a new and convenient service put in operation. Upon the work he has accomplished, comment is unnecessary, for all know and appreciate the advantage of the present service, under which all points of the city are reached easily and quickly.

Mr. Radel is now not only President of the Bridgeport Traction Company, but a Director of the Newark and South Orange Traction Company and Vice-President of the New Brunswick Traction Company. Of the latter he was the organizer, and in it is associated with many of the most prominent men of that section of New Jersey.

While prominent in politics in his former home, having served as an Alderman and refused other positions, Mr. Radel has not entered actively into politics in this city. On the other hand he has preferred to devote himself entirely to business. His home is on Park avenue, not far from Seaside Park, and there it is that he delights to spend all the leisure moments which he is able to snatch from a busy life.



Andrew Radel.

CHAPTER XXIV.

MANUFACTURING AND COMMERCIAL INTERESTS.

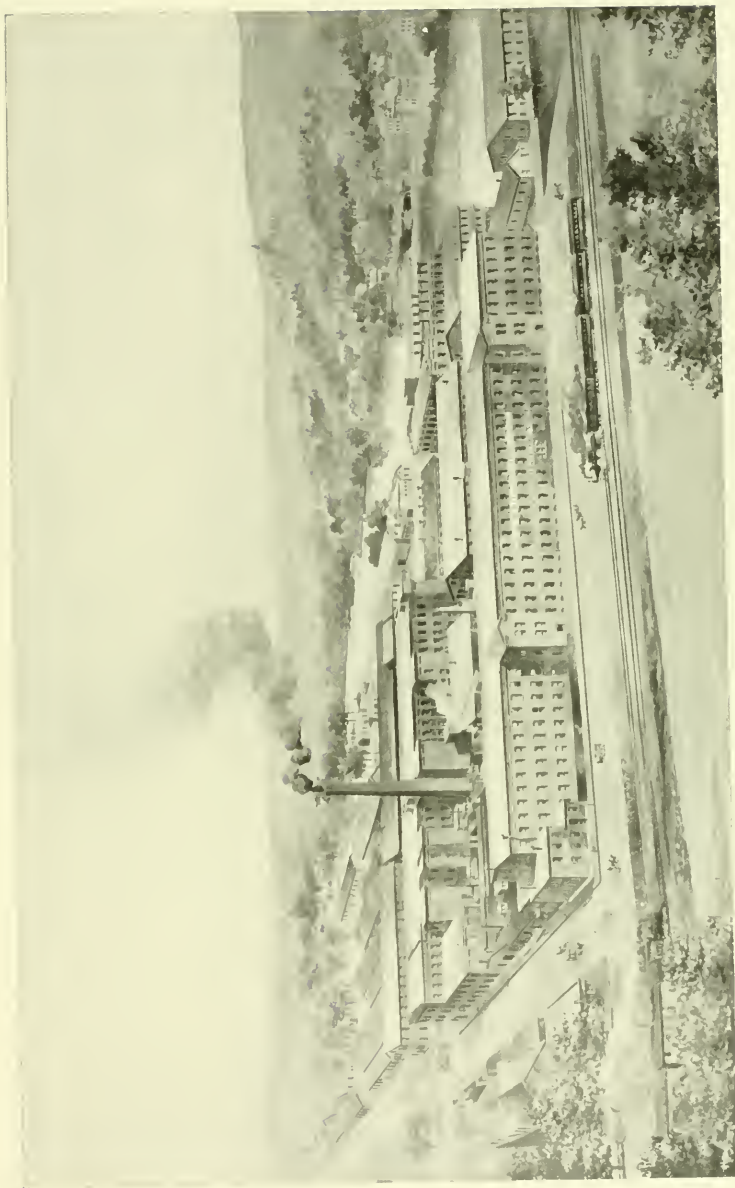
THE UNION METALLIC CARTRIDGE COMPANY.—To write of this celebrated institution, for its work is based on such scientific principles, and its reputation is so far reaching, that "institution" better expresses its character than does the word factory, appears to be carrying coals to Newcastle. Whoever owns a firearm, be it the monster gun representing a great government, or the pistol of private pocket size, possesses also some of the product of the Union Metallic Cartridge Company. Established in 1866, and incorporated in 1867, the works have grown until they now cover three entire blocks in Bridgeport; the buildings and the 1,100 employes forming a little city of their own. Some idea of the space required for the mechanical operations of this company may be formed with the knowledge that it will take three hours to obtain even a casual glance of the machinery used in manufacture and a busy month to gain understanding of its uses.

Of this machinery a volume could be written; much of it has no precedent, it can scarcely be said to have been made. It has grown in the brain and hearts of the business giants who have demanded its appearance; compelling circumstances caused by scientific revelations, having called for almost human apparatus to fulfill certain duties, and perfected knowledge has surmounted all difficulties. Many of the machines belonging to the Union Metallic Cartridge Company have no duplicates in the world. The influence of this wonderful organization extends to every clime and its wares are called for in every language. In its Bridgeport home the company has a foundation of peculiar honor. During the great financial depression lasting from 1873 to 1877, it was the principal industry of the city, and its every obligation was fulfilled. In the more recent hard times it has been the aim and pleasure of its directors to keep the wolf far from the door of its employes. The working inhabitants of its domain are indeed fortunate.

Financially the company is as strong as mechanically it is great. The words of its controller is as good as a payment made in gold. As the signature of its Treasurer is taken for full value in all money markets of the world, so the trade mark, U. M. C., on its products signifies superiority. For the manufacture of ammunition in all its various uses, the Union Metallic Cartridge Company's works are the largest in existence. Cartridges, caps, wadding and shells for every variety of pistol, gun or cannon, are made there and so close is the inspection of the work that of all the millions of pieces of ammunition that are sold and shipped not a single cartridge leaves the factory that is not practically perfect. "That is not a boast," said one of the officials of the company to the writer, "it is a fact."

Mechanical genius has always been a part of the Union Metallic Cartridge Company and Mr. A. C. Hobbs, the first Superintendent (now deceased) will be remembered for his great ability and as the celebrated "Lock expert," who at the exhibition of 1851, in London, opened all the locks of English manufacture. The son of Mr. Hobbs became successor to his father's chair and may now be found in general management of the works. The company is officered as follows: President and Treasurer, Mr. M. Hartley, New York; Vice-President, Mr. W. J. Bruff, New York; Secretary, Mr. M. Graham, New York; General Manager, Mr. A. J. Hobbs, Bridgeport; Superintendent, Mr. Jerome Orcutt. The larger number of these gentlemen have given more than a quarter of a century to the development of the business.

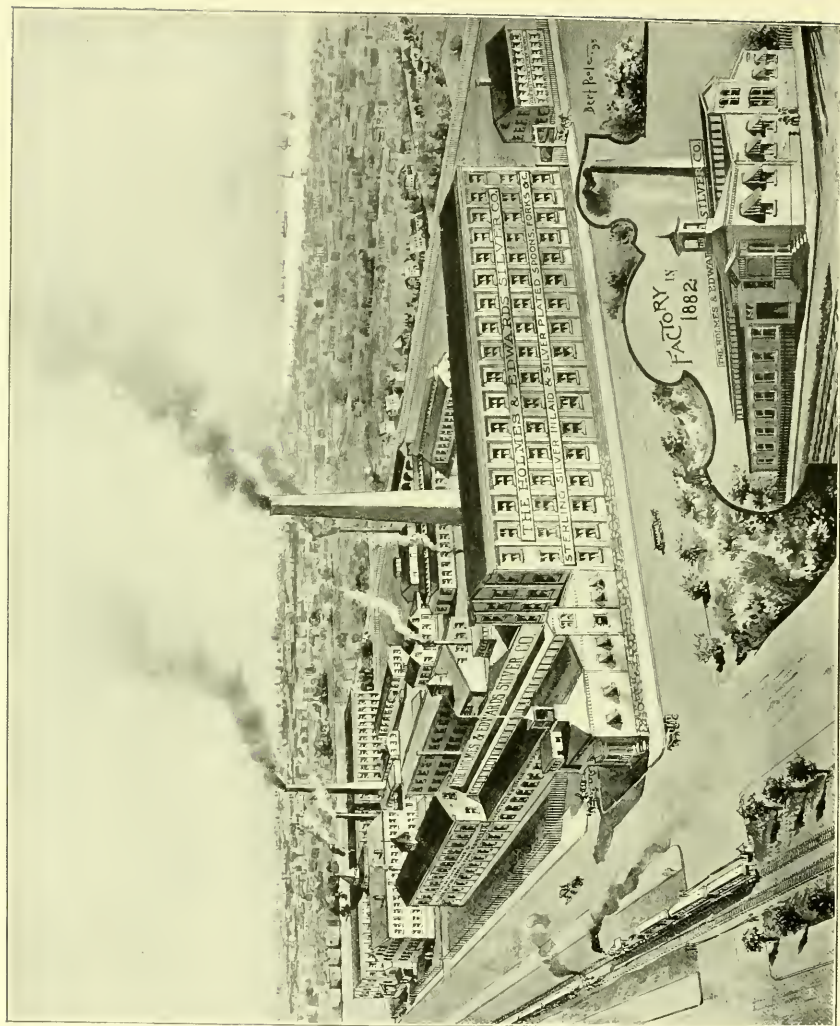
A 500 horse power engine drives the Metallic Cartridge Department proper, and an auxiliary engine of 250 horse power stands ready to increase the efficiency at any moment. Electrical generators of 400 horse power supply fourteen motors to drive the machinery in the departments where paper shells (for shot guns), primers, caps and gun wads are made. In a large independent building, immense hydraulic draw benches and presses are in operation for the construction of solid drawn brass cartridge cases in calibres ranging from one inch up to six inches, used in United States Army and Navy Rapid Firing Guns.



ESTABLISHMENT OF THE UNION METALLIC CARTRIDGE CO.



ESTABLISHMENT OF THE BRIDGEPORT CHAIN CO.



THE HOLMES & EDWARDS SILVER CO.

THE HOLMES & EDWARDS SILVER COMPANY, situated on the line of the N. Y., N. H. and H. R. R. Co., the main thoroughfare from New York to Boston, presents to the traveler an idea of the progressive industrial conditions of Bridgeport, Conn. The company is incorporated under the laws of Connecticut with \$400,000 capital, George C. Edwards, President; John Cummings, Secretary. A glance at the illustration of factory buildings shows the progress made from 1882 to 1897, the capacity of the works having more than quadrupled in this time, and it is safe to say that they are the largest manufacturers of table flatware in the world, as it may be noticed that their output is confined to this class of goods. The company point with pride to the record of these years, and find it due to the uniformity of the quality and finish upon which the reputation of the house has been established. December 9, 1884, and March 2, 1886, United States patents were issued on the process of inlaying in the back of the bowls and handles of spoons and forks, pieces of sterling silver. This quality of spoons and forks gives to the world the value of sterling silver at less than half the cost of desirable solid goods, furthermore they are guaranteed by the Holmes & Edwards Silver Company for a period of twenty-five years in ordinary family use. While the Sterling Inlaid goods have been presented as the leading feature of this company's business they are not confined in any way to one article of manufacture, as everything that can be made in silver plated flatware is manufactured by them, which includes Spoons, Forks, Knives, Ladles, Tongs, Servers, etc. One chief quality of plate on which the company has laid a great deal of emphasis, and which has been very well received by all their trade, is what is known as the extra sectional quality which is known by the trade mark "Holmes & Edwards XIV." This extra sectional quality means that an extra deposit is placed on the back of the bowl and handle as indicating the points at which the silver is most easily worn off. They also make all qualities of silver plate, as well as a full line of solid metal spoons and forks in Mexican Silver, Aztec Coin Metal, German and Nickel Silver. They are represented by salesrooms in New York, Chicago, St. Louis and San Francisco.

THE BRIDGEPORT CHAIN COMPANY.—This company carries the name of Bridgeport through twenty-five or thirty states of the union, to Europe, Australia and remote South Africa. As its title suggests, the manufacture of chains is its line of work, but it remains for the product itself to tell the story of superior workmanship. Indeed, nothing else could be expected to give a world wide reputation to a manufacturing establishment. The Bridgeport Chain Company was established in the year 1887. It has won success by not only producing something which is wanted, but making that something of a high standard of excellence. It is no small honor, and a fact that this company may point to with justly *unconceded* pride, that the only medal awarded on chains at the World's Columbian Exposition in 1893, was won by two of the Bridgeport Chain Company's productions; on its "Triumph" chain and its plumbers' and sash chains. The "Triumph," the "Brown" and the "Perfection" are the special manufactures of this company. These chains are made by special machinery, and the feature of them is their links of twisted joints, obviating the necessity of welding. This absence of welding enables almost the complete original strength of the whole metal area to be maintained. Of course, the gist of the inventions lies in the machines, which are able to bring such creations into being. The strength of a chain is measured by its weakest link. The Bridgeport Chain Company evidently intends to have no weak links, either in its chains or in its business.

THE CANFIELD RUBBER COMPANY.—To be the manufacturers of an article which is sold throughout the civilized world, and has carried the name and fame of Bridgeport with it, is an honor of no small magnitude. To put this one article upon the market in such enormous quantities that the sales exceed the huge sum of \$1,000,000 annually, adds to the honor and compels a profound respect for the industrial enterprise of the projectors.

The output of the Canfield Rubber Company consists entirely of their celebrated dress shield. It seems almost incredible that the demand for such an article should reach such proportions as to warrant the employment of many expert operatives and the turning out of the enormous number of 5,000,000 pairs of this simple contrivance annually. Yet that such is the case, the business of the Canfield Rubber Company offers proof. Nor is this all. The manufacture and sale of this contrivance in such proportions has called for an imposing four story brick structure covering a large area of ground and the equipment of it with the latest appliances and special machinery necessary to that end. It has called for

the maintenance of branch offices in several great cities of the world, New York, London, Paris, Vienna and Hamburg.

The Canfield Rubber Company was incorporated in the year 1882 with a paid up capital of \$250,000. The dress shield which has become so widely known is the invention of the late Jared H. Canfield, a man who was always identified with the rubber business, and who was thoroughly posted in every detail of that important industry. For several years he spent his time in France, introducing patents in rubber goods. On his return to the United States, he invented the celebrated dress shield, which has made his name so widely known. The present officers of the company are: Ratcliffe Hicks, President; Frank N. Benham, Vice-President; Charles F. Holcomb, Secretary and Treasurer.

THE CITIZENS' GAS COMPANY.—The largest plant for the manufacture and distribution of pure gas for fuel purposes in the world is located on Cedar Creek in the southern part of Bridgeport. This extensive establishment is the property of the Citizens' Gas Company, one of the later acquisitions of the city, and notwithstanding that it began business in Bridgeport less than two years ago, it is now enjoying a rapidly increasing business in supplying its customers with gas for power and domestic purposes. As speedily as possible its mains are being extended to all parts of the city, and in this capacity several hundred men are employed. The Citizens' Gas Company was incorporated in 1885, locating in Bridgeport in August, 1895. Its offices are at present located in the Masonic Building, on Broad street. A visit to its plant at Cedar Creek reveals the extent to which the business is now expected to be carried on in the future. Its buildings are iron throughout. They consist of a generator house two stories in height, 135x45 feet. In this building are eight gas generators nine feet in diameter by fifteen feet in height, each pair being connected to a vertical tubular boiler, six feet in diameter by twenty-three feet in height. The scrubber room is 22x45 feet, and contains two producer gas scrubbers 8x27 feet, and two cast iron producer gas condensers 6x10x20 feet, and two water gas scrubbers, 7x27 feet. In the exhaustor and engine room, which is 34x45 feet, are two No. 10 and two No. 8 Root gas exhaustors driven by direct connected engines and one Sturtevant gas exhaustor. The boiler room is 45x34 feet, and contains two Cahall boilers, one of 180 horse power, which is gas fired, and one of 150 horse-power, which is coal fired.

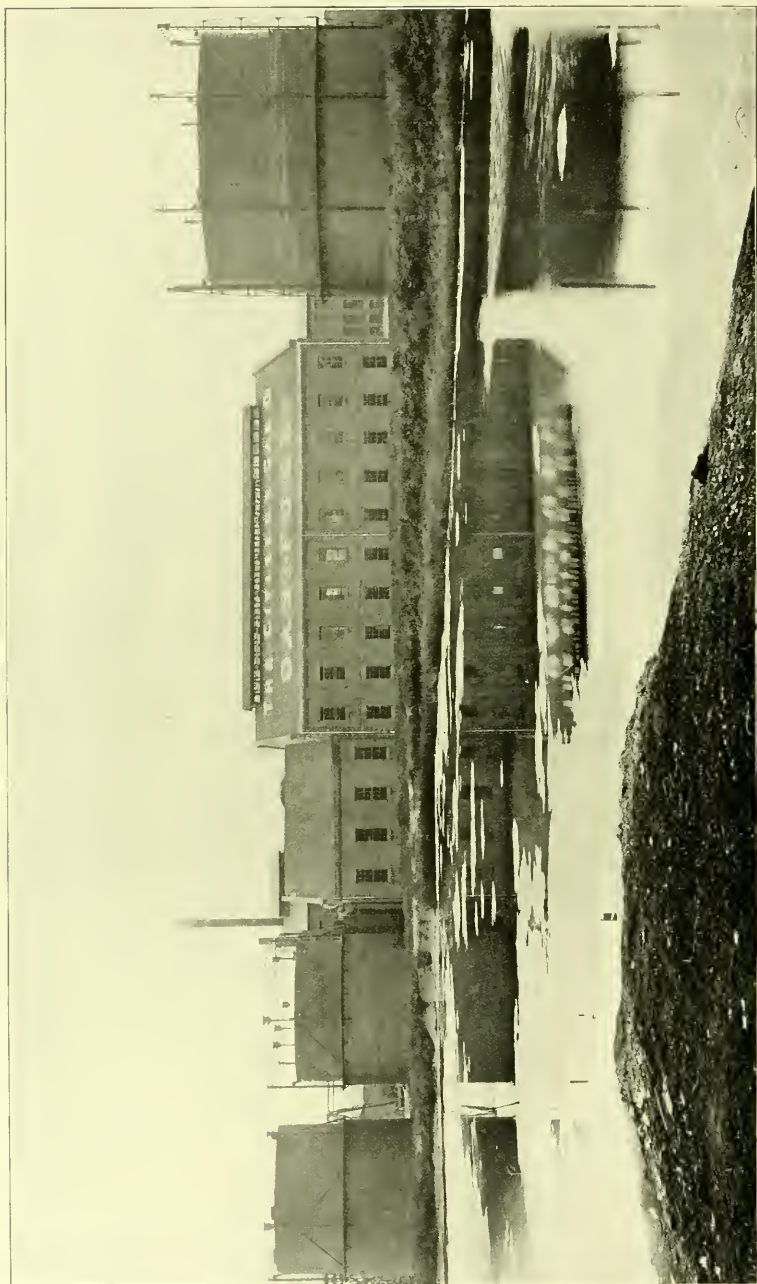
The meter and valve room contains one fourteen-foot station meter, made by the Maryland Meter and Manufacturing Company, and two Connelly gas governors, with the necessary valves for distributing the gas. The purifying house, 120x60 feet, contains four purifiers twenty-four feet square.

Three lines of main lead from the works: One twenty-inch low pressure, supplying the resident part of the city. One twenty-inch high pressure line supplies part of the manufacturing industries.

The size of the pipes is from twenty to eight inches diameter, and is ample for the heaviest consumption that it will be called upon to deliver in the most severe winter weather. The true value of fuel gas for domestic purposes is coming to be known, and the nature of the company's product is such that for light, quick work it is cheaper than coal. Added to its utility for cooking, its numerous advantages over a coal fire make it a desirable heating agent. The convenience and economy of gas used for power is also beyond the experimental period. Its product is used by some of the largest manufacturing establishments in Bridgeport.

The capacity of the Citizens' Gas Company's plant is 3,000,000 cubic feet per day, with ample provisions for future growth. The gas is manufactured by the new Loomis process. In addition to the making of fuel gas, the company carries a large line of cooking and heating stoves, engines and gas appliances of all kinds. The officers of the company are: President, Charles F. Dieterich, New York; Vice-President, James Staples, Bridgeport; Secretary and Treasurer, A. B. Proal, New York; General Manager, Burdette Loomis, Hartford; Assistant Manager, Charles D. Woodruff, Bridgeport.

THE BRIDGEPORT GAS LIGHT COMPANY has been doing business in the Park City for almost half a century. Incorporated in the year 1849, it has been brought to its present standing and usefulness by the industry and wise judgment of its management, and to-day occupies a strong position among the city's financial interests. Messrs. William R. Higby, President; F. B. Sammis, Secretary and Treasurer; Charles A. Gerdenier, Superintendent, and Samuel C. Trubee, William B. Hincks, William D. Bishop, A. J. Hobbs, E. G. Burnham, Morris B. Beardsley, N. W. Bishop and H. F. Greenman, its Directors, are gentlemen whose reputation is a guarantee for the faithful performance



THE CITIZENS GAS CO.

of the responsible positions which they occupy in the community. The original cost of gas was \$5 per thousand cubic feet; now it is \$1.25, with liberal discount to large consumers, which places Bridgeport on the same basis that other large New England cities enjoy. Besides the manufacture and distribution of gas for illuminating purposes, this company has taken advantage of the increasing knowledge of the convenience and adaptability of gas for heating and cooking purposes, by carrying a large stock of heaters and ranges. Manufacturers and families now appreciate the use of gas, and its consumption is steadily growing. For braizing and annealing purposes it is said to be unsurpassed. By means of atmospheric burners attached to the ranges and stoves sold by the company, a proportion of about two-thirds air is combined with the illuminating gas, making the blue flame, the finest quality of fuel gas, with intense heat. Mr. Charles A. Gerdenier has been Superintendent of the company for the past thirty-three years. The capital stock of the company was \$75,000 when organized. Its enormous growth of business is evidenced by the fact that the capital stock has been increased to



Works of The Bridgeport Gas Light Company.

\$300,000. The original incorporators of the company were: W. P. Burrall, R. B. Mason, Russell Tomlinson, E. C. Calhoun, Hanford Lyon, H. K. Harrall, C. B. Dungan, H. B. Stevens and H. G. Ludlow. Its first President was H. K. Harrall. Those who have since filled that position are: Hanford Lyon, Amos S. Treat and its present incumbent, W. R. Higby. The quality of both illuminating and fuel gas manufactured by the Bridgeport Gas Light Company compares favorably with any manufactured in the world, it being made from the best English Canne land Westmoreland coal, and is necessarily a pure coal gas.

THE BRIDGEPORT CRUCIBLE COMPANY was organized and incorporated under the state laws in 1887 as a joint stock corporation. A very valuable site was secured upon Knowlton street, the property having a frontage of 310 feet upon the harbor line. In 1893 the original factory, which then covered quite a space of ground, was destroyed by fire, and upon its embers was erected the very large plant that is seen far and near to-day. The new factory has a much greater capacity than the old one, yet the demand in the markets of the world for their products have entirely outgrown it.

The depressed financial times of the past few years have entirely passed the company by, and the wonderful output of crucibles, Climax furnace clay, Champion store clay, etc., have not been lessened. Europeans were for years highly prejudiced against all American manufactured articles, but the last few years, with our wonderful facilities of turning out machinery, and the inventive genius of the sons of the country, we are enabled (with the assistance of such enterprising concerns as the Bridgeport Crucible Company), to command a fair share of trade in their markets. The company whose name heads this article has selling agents who travel and sell their products through Europe, which consists of (inclusive of the above-mentioned articles), bicycle chain graphite lubricant, ground and prepared plumbago and graphite in all forms. There is no doubt that the Bridgeport Crucible Company has the most complete and economical plant for the manufacture of crucibles and all the allied products.

Mr. E. G. Burnham is the President of the company, with Mr. W. T. McFarlane as Treasurer and General Manager, and it is due to these gentlemen to say, that in the history of Bridgeport there is no corporation that has done more to create the vast growth of our industries which has made our city a successful manufacturing center.

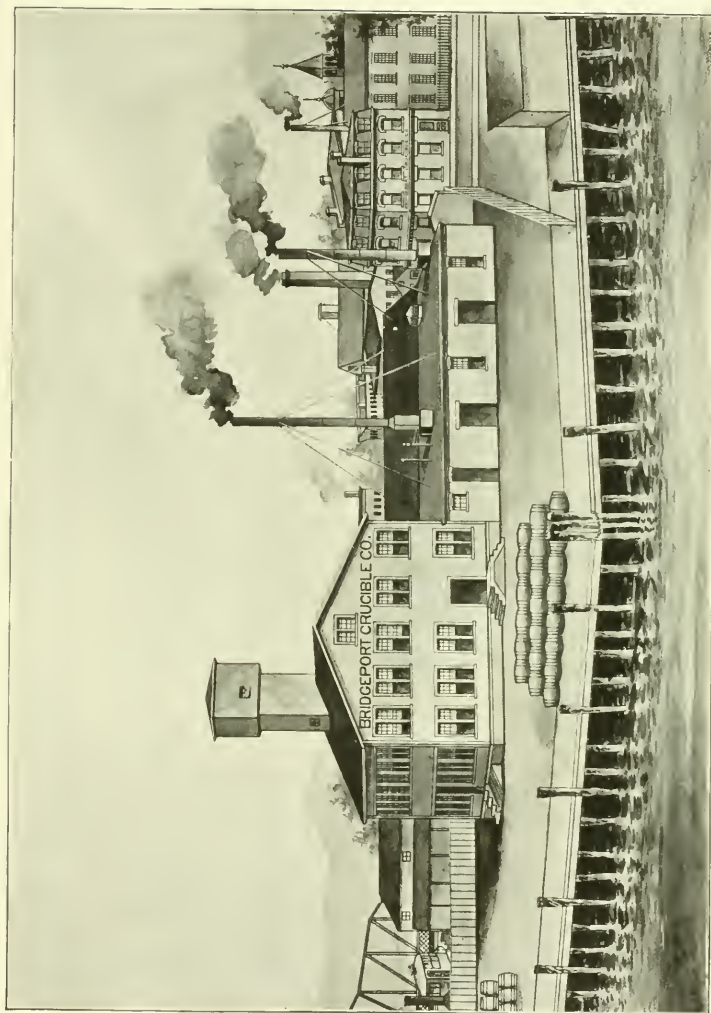
WHEELER & HOWES.—This firm, composed of John M. Wheeler and William T. Howes, stands at the front of its line of business in the New England states. Its proprietors, men of ability,



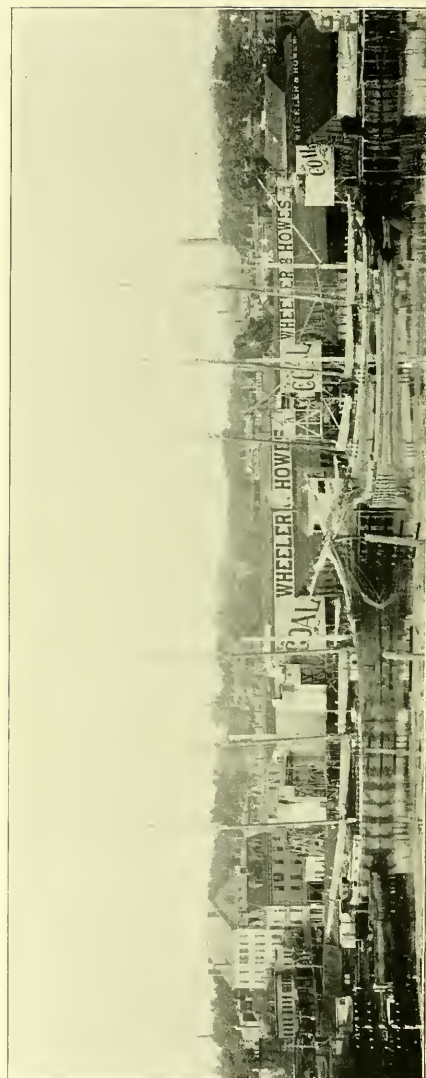
enterprise and integrity, are numbered among the representative men of the Park City. Wheeler & Howes are wholesale and retail dealers in coal, flour and feed, mason's building material, blue stone, drain pipe and fertilizers of every kind. For more than thirty years this firm has conducted business, and the extent of their operations becomes readily manifest, when it is understood that their plant covers three acres of ground. Their warehouses, immense coal chutes, excellently appointed offices, etc., give some idea of the comprehensive character of their trade—a trade which extends through all parts of Bridgeport and surrounding localities. The firm's coal yards lie at the junction of Sterling and Noble streets, with a large river frontage to furnish dock facilities, while a four-story brick

structure at Knowlton and Crescent streets is used for grain, flour, building materials, etc. Besides these, a branch office is located at No. 336 Main street. The specialty by the house is coal. The different departments of the business call for the employment of perhaps a half a hundred men, and the firm's annual sales reach very large proportions. While Messrs. Wheeler & Howes have given so much ability and enterprise to the building up of this extensive business, their liberality of view has made them mindful of the city's interest as well, and whatever tends to promote its welfare finds them ready to assist.

W. F. SWORDS LUMBER COMPANY.—All that the lumber trade implies is to be found at the immense establishment of the W. F. Swords Lumber Company. Seven acres of ground are covered by the mills, storehouses and piles of lumber, that await either sale or manufacture by this perfectly equipped organization. More than 50,000 superficial square feet of mill floors are crowded by machines and material pertaining to the building trade, and about 150 employes are steadily engaged in the manufacture of the various articles that construction calls for. A thousand feet of river front



PLANT OF THE BRIDGEPORT CRUCIBLE CO.



COAL DOCKS OF WHEELER & HOWES.

furnishes dock room for seven vessels, and their railroad frontage and private switch lines, permit the unloading of ten cars per day; 5,000,000 feet of lumber forms only a common stock on hand, embracing white and yellow pine, spruce, hemlock, ask, oak and cherry, while the mills are ready to furnish to immediate order, every kind of plain or fancy, soft or hard wood work that is used for building purposes.

Two engines, aggregating 300 horse power, drive machinery of the latest designs and patents, and if there is one single thing wanting to make the establishment the most complete in the eastern country, the Swords Lumber Company does not know it. The manufacture of boxes is a particular industry of one of the mills; almost every make of box is put together, while one looks at it. Special machinery makes dove-tailed or lock cornered boxes, and the output averages 3,000 a day. Other manufactured products are doors, sash, mouldings of every variety, mantles, and cabinet work generally. The shavings from the planing mill are separated from the sawdust by machinery, and one-half of the quantity collected is blown through pipes directly in the engine furnaces, the other half is compressed into bales of 100 pounds each, and sold. An idea of the power used in the compress of the shavings,



Establishment of the Swords Lumber Company.

may be formed by knowing that a bale of them measuring only 20x20 inches by three feet, will, on cutting the wire by which the bale is formed, completely fill an average size one-horse wagon.

The various labor-saving, and speedily producing machines that are employed, represent vast capital, and command the greatest interest. Everything that cabinet work and carpentering skill demands is to be found. The builders' needs, from foundation to the finish of the roof, is either in stock or will be immediately manufactured from drawings or estimates. The buildings and yards are filled by prosperous looking workmen, and from draughtsmen to boys tending automatic wonders every one is busy. The company's facilities and connections are of an influential character, enabling it to offer special advantages to builders, contractors and dealers, and to fill orders at lowest market rates in a prompt and satisfactory manner. The equipment is one that is prepared to handle the largest contracts, and all work done is characterized by its excellent workmanship and high class materials.

A company's success unquestionably lies in the complete knowledge of all details and processes possessed by its officers, and in this particular the Swords Lumber Company is especially fortunate. The officers of the company are: Mr. John V. Giles, President; J. A. Aitchison, Secretary; E. D. Alvord, Treasurer. Mr. Bassett is no longer associated with this company.

THE ARMSTRONG MANUFACTURING COMPANY.—A three-story building, 150x40 feet, with every square foot of working surface covered with the most costly and perfect implements of mechanical invention—such is the plant of the Armstrong Manufacturing Company, a concern to which the attention of the leading mechanics has been attracted by the excellence of the work produced. Among the many of Bridgeport's enterprises, the Armstrong Company is accorded a high place. Search the kits of first-class steam and gas fitters throughout the world, there will be found some of this firm's handiwork. Their stocks and dies have a record for superiority, while especial attention may be drawn to their pipe threading and cutting off machines.

This business was established in the year 1870 by the late Mr. F. Armstrong. The original factory was located at Noble avenue and Sterling street. Success brought new obligations and the paraphernalia required to keep step with the trade offered, compelled the present plant on Knowlton street. About 1885 the present company was incorporated with Mr. Armstrong as its President. Later Mr. C. H. Armstrong became its Secretary and Treasurer, and still more recently he assumed the added duty of General Manager. Having grown up with the business, there is no one more capable than he to direct its affairs. The machines spoken of above for threading and cutting off pipe, have, of course, only been brought to their present state of excellence by many experiments and much

study. They are made for hand or power, and like the well-known stocks and dies, are constructed with a view to the saving of time and labor. With them it is possible to cut off and thread pipe from one to six inches inclusive, the threading process requiring only a matter of a few moments time. It is claimed for these machines that they will do the work more easily and rapidly than any on the market. Cutting off pipe with them is accomplished by means of a newly patented automatic attachment, and they are so arranged that the dies open to allow the material to pass through without removing it from the machines; and this by a simple motion of a hand-wheel or lever. Besides these machines and devices mentioned,



Establishment of The Armstrong Manufacturing Company.

the Armstrongs are the manufacturers of elastic suspenders, armlets, garters, and special spiral spring buckles. These have been on the market for years, and are acknowledged of standard quality.

THE GEORGE W. LONGSTAFF COMPANY.—Study the character of the work which a business firm accomplishes if you would get at the secret of its success. Mere words can merely tell of, they cannot prove ability. This is exemplified in something far more subtle than speech. Public patronage is a pretty sure criterion of public confidence. Work which will not stand the test is sooner or later rejected, and the firm producing it meets its well-earned execration.

Take a survey of the City of Bridgeport. Learn who constructed this building and that; then let judgment be given without fear or prejudice.

Some dozen years ago the firm of Longstaff & Hurd, contractors and builders, came into existence, but was borne down in the recent financial crisis. It was in March, 1895, that the present organization of George W. Longstaff & Company, was incorporated, with a capital stock of \$10,000. Since its foundation, this firm has executed work of which it may well be proud. The Barnum Historical Institute, the Sanford Office Building, that splendid structure on Main street, the Barnum Block, and the recently constructed and extensive plant of the Wilmot &



THE PATON, COLE & BURNHAM CO., WORKS.

Hobbs Manufacturing Company are buildings which bear testimony to the style of work to which this firm has devoted its attention. Expert workmen, excellent material, fineness of handicraft, tell the story.

A three-story brick structure has been filled throughout with machinery and appliances, and here everything in the line of building and cabinet work is manufactured. Complete facilities make it possible to undertake work on the largest scale. The contracts executed show these men to be masters of their undertakings.

Mr. George W. Longstaff, President of the company, has been a resident of Bridgeport for many years. Besides his devotion to business, he has found opportunity to take part in affairs of a public nature, and is accounted one of the city's most influential citizens. Deeply interested in its Municipal Government, he has been a staunch supporter of every project tending toward its advancement. Politically he has served upon the Board of Aldermen, and is an ex-member of the State Committee.

Besides being familiar with the details of the contracting business, Mr. Longstaff is an architect of high standing, and some years ago practiced this profession. Several fine churches built, not designed, and the Hanover Insurance Building in New York City, were of his design. He likewise designed the Arcade, the Barnum Monument at Seaside Park, the Barnum Historical and Scientific Building, and many other structures. He is a member of the Board of Trade, and otherwise interested in Bridgeport's financial and industrial institutions.

The other officers of this company are: Secretary, Peter N. Frederickson; Superintendent, Daniel Campbell. The former of these gentlemen has been a resident of the city for almost a score of years. He is a man of wide experience, thoroughly versed in the details of his business, in which he has been engaged from boyhood. Mr. Campbell has great ability in the line of work to which he devotes so much of his attention. Both Mr. Frederickson and Mr. Campbell were for years associated with the old firm of Longstaff & Hurd.

The plant of the Longstaff Company is situated at No. 269 and 271 Railroad avenue.



Establishment of The George W. Longstaff Company.

A. WINTTER & COMPANY'S BREWERY was started on the site of the present plant in 1855 by Mr. John Benz, being the first lager beer brewery established in this city. Lager beer was not then as popular as it is to-day, the general public not being aware of its many wholesome and invigorating qualities. The knowledge that malt was considered by all prominent physicians as a stimulating tonic, and that one of the principal ingredients in the brewing of lager beer was that commodity, created for it a great demand, which, in the line of beverages, is unrivaled. The demand being constantly on the increase, made necessary the enlarging of the plant, until it has grown to be the most complete in the state of Connecticut. Mr. Benz died in 1871, and the business was carried on under the management of Mr. A. Wintter until 1875, when he became the sole owner. In 1880 Mr. Wintter associated with him Messrs. McMahon & Wren, and, as a result, the Connecticut Brewing Company was established, consisting of A. Wintter & Company and the Meriden Brewing Company, with a capital stock of \$700,000. These breweries are equipped with all modern improvements, and their products are widely known and appreciated by the people.

ECKART BROTHERS' BREWERY.—In the industrial development of Bridgeport during the



Eagle Brewery, Eckart Bros., Proprietors.

last twenty years, we find that the brewery founded by the Eckart Brothers (of which Mr. Frederick F. Ehram is now the head), has taken a prominent part. It is only in latter years that the beverage of lager beer has become so popular, and to-day it is the favorite with all ages and in all climes. The cut annexed is an exact reproduction of the plant of Eckart Brothers, which contains all the modern machinery necessary to a perfect brew of lager beer, etc., and employs a large number of skilled employes, who, in making their homes here, add to the greatness of the Park City.

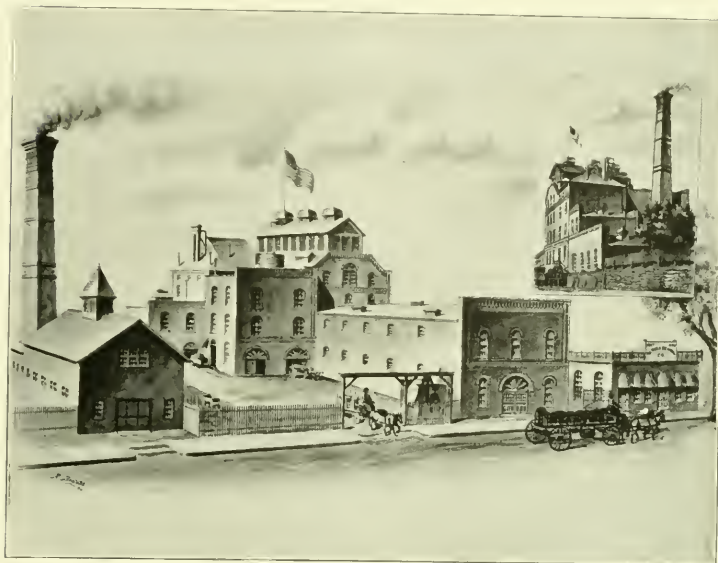
Frederick F. Ehram was born in Saxe Meiningen, Germany, April 20, 1844, and received a liberal education in the home of his nativity.

Arriving in this country he visited numerous cities, eventually settling in Bridgeport in 1854, and is considered one of Bridgeport's oldest residents. Twenty years later the brewery of Eckart Brothers was founded, and from a small beginning, has grown into one of the most complete in the country. Socially, Mr. Ehram is very popular, and the Turn Verein Society has in him one of the most progressive members. He is a communicant of the Church of the Nativity, North Bridgeport, and in politics always was independent.

THE FRANKLIN TYPEWRITER EXCHANGE began business January 1, 1896, with Mr. Frank Marshall, who for a year previous to that time had been engaged as a salesman for Miller & Martin of this city, who were then the general selling agents of the United States for the Franklin Typewriter, he having resigned his position as foreman of the assembling department of the Vost Writing Machine Co., of this city, which position he held for several years. The office of the Exchange was located in the Sanford Building on the third floor, at first, but owing to the increase in business, larger quarters were necessary, and on November 1, 1896, the business was removed to the ground floor of 45 Cannon street, where they are now located. The house carries in stock all makes of typewriters, both new and second-hand, which they rent, sell or exchange, typewriter cabinets and all kinds of office supplies. The repair department is under the personal supervision of Mr. Marshall, where all typewriters entrusted to their care receive



THE CONNECTICUT BREWERIES' CO., A. WINTER & CO., BRIDGEPORT.
 Controlling the Meriden Brewing Co., Meriden.
 P. W. Wren, Prest. J. H. McMahon, Gen'l Mgr. A. Wintter, Secy. and Treas.
 Capital Stock, \$700,000.



THE MERIDEN BREWING CO.,
 Jno. A. Hurley, Mgr.



A. WINTER & CO. BREWERY,
 A. Wintter, Mgr.



INTERIOR VIEW OF THE SOUTHERN NEW ENGLAND TELEPHONE EXCHANGE, BRIDGEPORT.



INTERIOR VIEW OF JOHN CULLINAN'S UNDERTAKING ESTABLISHMENT.

prompt attention. They have lately opened a copying office in connection with their typewriting business, and have secured the services of several competent stenographers.

JOHN CULLINAN, a prominent, successful business man of Bridgeport, was born in Ireland, February 10, 1840. Forty-seven years ago he left his native country and emigrated to America, settling in Springfield, Mass., June 30; came to Bridgeport thirty-three years ago, where, for the past twenty-eight years he has successfully conducted the leading business in the undertaking line. Mr. Cullinan is a self-educated as well as a self-made man, and his success in business has been due entirely to his own efforts. His great business capacity demonstrates him to be a man of more than ordinary executive ability. In 1863 Mr. Cullinan married Miss Kathrine Keating, of Bridgeport, to whom five children have been born. Two of their sons, John and Thomas are prominent members of the local bar. Mr. Cullinan is a member of the Emmet Club, the A. O. H., the Knights of Columbus, Knights of Honor and the American Legion of Honor. With all his associates, he is highly esteemed and honored, both as a citizen and a man.

TORREY & HUBERT'S Art Store, (formerly Brewster's).—In purchasing art, pictures, bric-



Interior View of Torrey & Hubert's Art Store.

a-brac, etc., to beautify the many delightful homes in this city, some intending buyers wend their weary way to the larger cities, regardless of the fact that in their own town they can secure the same articles at a much less price.

Intelligent art connoisseurs will not question why that should be the case; because, by that very intelligence they will clearly understand that the cases are not parallel.

In New York, for instance, although the quantity of sales are no larger (owing to the great competition) in point of numbers than in many smaller cities, the immense rent and other outlays they have to meet, must come from as small a number of people as the art store in smaller places; where their running expenses are much less.

The question then arises and must be met; is it sensible to pay the cost incident to a railroad journey and a larger price for such articles?

The excellent cut here published, is an exact reproduction of the interior of Torrey & Hubert's art store, in the P. O. Arcade, which was founded by Swan Brewster in 1884.

The show windows are like the chameleon, constantly changing color; each succeeding one showing some new beauty, and are becoming the talk of the town. The kaleidoscope windows, the bright handsome store, the pretty gallery, the quiet refinement and the artistic display, are very potent charms to attract all lovers of the beautiful. It is conceded to be one of the handsomest stores in the state, and should be visited by everyone.

The business, annually, of this firm is very large, and their stock contains the finest examples of the painter, sculptor, photographer and kindred arts.

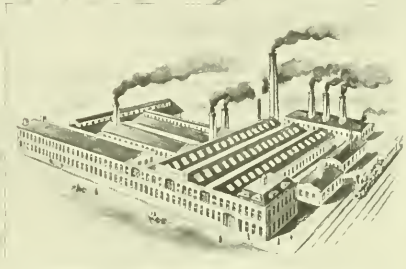
In looking around the store, one is impressed with the immensity and variety of the articles displayed; oil paintings and water color selections, statuettes and bric-a-brac; examples of a master hand and the enterprise of this most popular firm.

The generous support accorded this art store by the inhabitants of Bridgeport speaks well for their discernment, and the knowledge of this, encourages Messrs. Torrey & Hubert to scour the artistic world for their best examples.

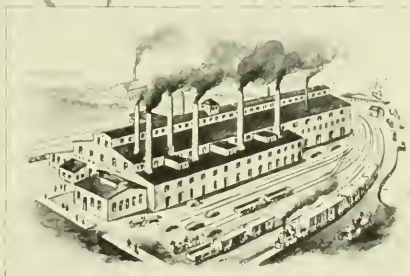
THE WILMOT & HOBBS MANUFACTURING COMPANY.—Bridgeport may well take pride in this enormous manufacturing concern. Controlled by gentlemen who represent a superior type of financial and industrial life, giving employment to hundreds of mechanics, and conducting a trade of far reaching importance, it stands as one of the bulwarks of the Park City's many and varied industries. To give an adequate idea of its extent, or of the diversity of its manufactured products is not easy in the limits of this article. To make steel of the finest quality, and then, by submitting it to their mastering processes, make this stubborn product pliable and obedient to their will, is the difficult task which the Wilmot & Hobbs Manufacturing Company has marked out for itself. As if to symbolize the indomitable energy which has brought this vast concern to its present state of industrial completeness, after the destructive fire of 1895, which laid a large portion of these works in ruins, new structures rose phoenix-like from the ashes before they were hardly cold; and now absolutely fire-proof buildings greet the eye of the interested observer.

The year 1877 saw the establishment of this great business by the late Mr. S. R. Wilmot. Some years later this gentleman gave an interest in the production of steel to his son-in-law, Mr. Hobbs, when the firm became Wilmot, Hobbs & Co. In 1884 the business was incorporated under its present name, and in 1894 Mr. Hobbs sold out his entire interest. The list of this firm's entire products is a long one. Bessamer, open hearth, and the celebrated "Swedoh" steel, billets, bands, sheets and strips for pressed, stamped and drawn work, anti-rust, copperized, and nickel-plated oilers, lamps, engineers' and steamboat sets, bicycle tubing and nickel-plated stove edge and ring trimmings, may be mentioned among them. For a number of years these works have been conducted on the departmental plan, and the hot rolling department is deserving of special mention. This is advantageously located on a branch track of the New York, New Haven & Hartford Railroad. Here, each year, the company receives its raw materials—thousands of tons of domestic and foreign billets—these to be cut by enormous shears to the desired size and weight, heated in large gas furnaces capable of turning out 100 tons per day, passed to and fro through the hot rolling mill train, operated by engines of some 1,500 horse-power, and thus turned into bands and plates.

A portion of the annealing and pickling of hot rolled steel is conducted at the hot rolling department, or lower mill, situated at the corner of Howard and Wordin avenues, and a portion at the main works at Railroad and Hancock avenues. Between these two many teams are kept constantly employed in transportation of the product. But in addition to the hot rolled, annealed and pickled and bright cold rolled sheet and strip steel, used for sewing machines, bicycles, typewriters, bells, parts of guns and a hundred and one other branches of business, many patented specialties are also manufactured in the sheet steel line, controlled on various royalty and contract arrangements. Many of these are sold to other manufacturers for their raw material, while a large line of goods are sold through dealers and jobbers in hardware and other branches of business. One of the very interesting products of the concern is sheet steel rolled to proper thinness for the manufacture of spoons. The importance of this branch of the business is suggested when it is known that the company has contracted for the delivery before the close of the present year (1897) of two thousand tons of this steel to be furnished to the various manufacturers of spoons. This portion of the company's business was secured against a score of competitors, and the uniformity in size and quality of the product, causes its



MAIN OFFICE COLD ROLLING MILLS, & c.



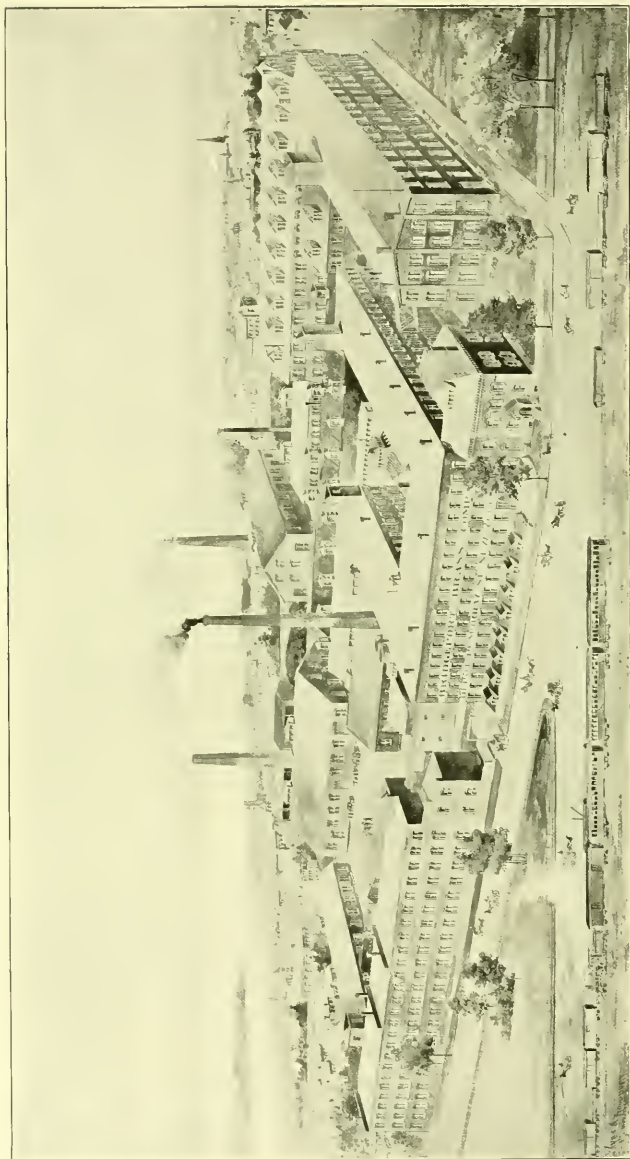
HOT ROLLING MILLS & DOCKS.



Samuel R. Wilmot.

F. A. Wilmot.

PLANTS OF THE WILMOT & HOBBS MANUFACTURING CO.



ESTABLISHMENT OF THE BRIDGEPORT BRASS CO.

use by the trade of the entire country. Patented steel flooring is another specialty. Steel tape is furnished as raw material in quantities as great as 500 tons to the order, which later appears as millions of shoe nails. Obviously the conduct of this vast concern requires a constant study of ways and means to reduce cost of production by various improvements in manufacture, and an unflagging business zeal. Observation of this enormous plant reveals machinery filling thousands of feet of floor space, twelve engines and boilers furnishing power for its operation; an electric plant supplying the hundreds of lights used in the great buildings, and a thoroughly fitted machine shop where the tools needed in the business are made and repaired. Ten to twenty thousand tons of steel are annually turned out of the hot rolling mills, and 10,000 tons of coal are each year consumed as fuel. In the handling of these immense quantities of raw material, the unequalled railroad switch yard and dock facilities which they possess are of inestimable value. There is no need to add that these plants and the operation of the business represents an enormous outlay of capital. The officers of the company are: President and Treasurer, F. A. Wilmot; Second Vice-President and Superintendent of Mills, A. N. Stanton; Secretary, P. L. Bryning; Assistant Treasurer, Calhoun Lathham; Superintendent of Manufacturing Department, C. D. S. Miller.

THE BRIDGEPORT BRASS COMPANY, located on Crescent avenue and East Main street, is one of the largest manufacturing concerns of our city. In 1865 Daniel W. Kissam, Samuel R. Wilmot and John Davol, owners of the Wilmot & Kissam Manufacturing Company, a corporation doing business in Brooklyn, N. Y., recognizing the advantages of Bridgeport as a manufacturing city, removed their business to this place, forming The Bridgeport Brass Company, with a capital stock of \$150,000, of which corporation John Davol was President; S. R. Wilmot, Treasurer, and W. D. Kissam, Secretary. The company engaged in the general manufacture of brass and copper wire, tubing and sheets, and many other articles of which brass and copper are component parts, especially kerosene oil burners and lamps, in the manufacture of which a larger amount of brass is consumed than any one article for which brass is used, and they are still largely engaged in this branch of the business. Many branches have been added, such as the manufacture of seamless brass and copper tubes, clock movements, bicycle lanterns, insulated copper wire for electrical purposes. This company was the first to introduce and manufacture what is known as "Hard Drawn" copper wire, of which thousands of miles are now used for telegraphic, telephonic and railway purposes.

The company's business and manufacturing facilities have largely increased, until they now occupy about five acres and employ nearly a thousand employees, with a pay roll amounting to half a million dollars annually. The officers of the company are: Chas. M. Mitchell, of Waterbury, President; Geo. E. Somers, of Bridgeport, Vice-President; Nelson M. Beach, of Bridgeport, Treasurer; Frederick J. Kingsbury, Jr., of Fairfield, Secretary.

THE AMERICAN GRAPHOPHONE COMPANY.—When the talking machine was perfected by the inventions of Professor Alexander Graham Bell, Professor Chichester Bell and Mr. Charles Sumner Tainter, a new and curious industry was brought into the world. This is the manufacture of Graphophones. Not many people know that a large factory building in Bridgeport is devoted to the manufacture of talking machines. It might be said to be devoted to the making of talk.

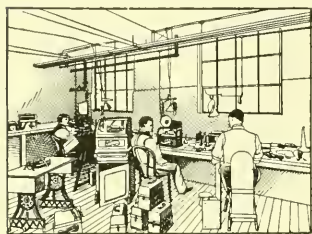
The factory of the American Graphophone company is for many reasons one of the most notable in the group of extensive manufacturing concerns that have been attracted to the Park City. The persons employed in making the various parts of the talking machine, the general character of the output and its wide distribution throughout the world, are all elements that make the concern interesting. Its growth has been rapid, but the officers of the company consider that they are yet only on the threshold, and that the industry will in a few years require a plant many times the size of the present large factory.

The factory of the American Graphophone Company on Railroad avenue, at the foot of Howard avenue, is 400 feet long by 60 feet wide. It has two floors, which provide about 48,000 square feet. There is a wing, 100x30 feet, with three floors. A proposed new wing will be 100x50 feet, and contain three floors, which will provide 46,000 square feet of floor space.

To follow the construction of a Graphophone from the design until it is finally assembled, is interesting and instructive.

The Graphophone consists of several parts:

1, The framework which supports the mechanism; 2, The shaft or mandrel on which the cylinder revolves; 3, The rod on which the carriage supporting the recorder or reproducer moves; 4, The recorder or reproducer; 5, The motor either electric or clock-work; 6, The cylinder on which the record is engraved.



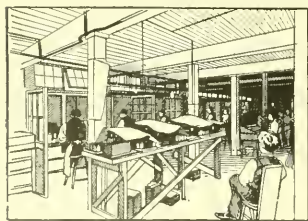
Testing Graphophones.

The making of the carriage, of course, is metal work, such as may be seen in any factory where fine machinery is manufactured. Several years of experience has resulted in reducing the framework to the simplest form consistent with efficiency. The factory is provided with many fine lathes and tools designed especially for the purpose of quickly making and finishing the framework. Every part is milled and lathed and turned with the greatest accuracy. The finest steel tools that can be made or obtained are employed. It is essential that every adjustment should be of the most accurate character. As an instance of the delicacy of the work required, it may be mentioned that the artisans employed are provided with callipers that measure their work to the point of one-quarter of a thousandth part of an inch. When the work is inspected it has to undergo the tests of the finest measurements, or be rejected.

A part of the factory force is engaged in making the clock-work or electric motors that drive the Graphophones.

The work that is of peculiar interest, however, is the making of the recorders and reproducers, and the cylinders on which sound is recorded. These, of course, are the distinctive features of the Graphophone, the other parts of the machine being only the fine mechanism necessary to keep the cylinder, and the recorder or reproducer, in proper and regular motion.

To the eye of the hasty observer the recorder and the reproducer of a Graphophone seem very much the same. They appear to be discs of hard rubber or aluminum about an inch and a half in diameter. The under side is hollowed and made to hold a glass diaphragm, to which is attached a little metal arm holding a small point of sapphire at the end. To the upper side is secured flat on the disc a short, thick tube of the same material as the disc, which tube extends about an inch beyond the edge of the disc, and ends in a metal ring or collar, by means of which the recorder or reproducer is attached to the trunnion. The difference between the recorder and the reproducer is in the bit of sapphire referred to, and the manner of its attachment to the glass diaphragm. In the case of the recorder the sapphire is made in the form of a little chisel with a cutting edge, and it is secured in a piece of metal that is attached rigidly to the glass. In the reproducer the sapphire is in the form of a little ball, which is attached to the under side of a lever, one arm of which is secured in the center of the diaphragm glass, the other moving freely on a pivot that is attached to the casing of the diaphragm. This facilitates the free play or vibration of the diaphragm.



Testing Musical Records.

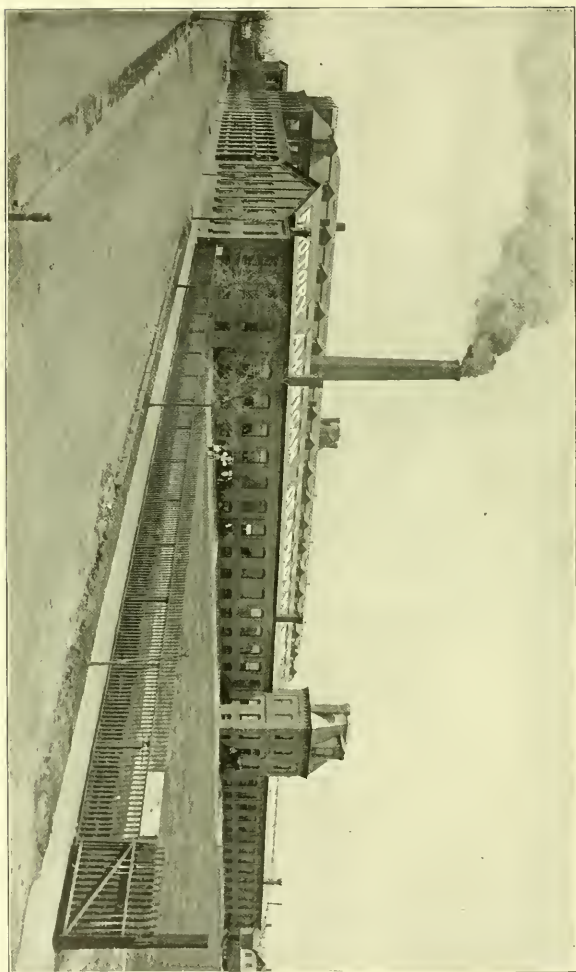


Moulding Cylinders.

The difference of these sapphire points suggests their different uses. The chisel of the recorder cuts into the wax cylinder, and as the diaphragm vibrates in response to the sound waves beating against it, makes a deeper or shallower impression according to the pitch and volume of the sound. On the other hand the ball of the reproducer does not cut, but merely "tracks" in the furrows made in the cylinder by the recording chisel or stylus, and moving up and down the undulations, reproduces in the diaphragm the same movements or vibrations that originally caused the chisel to cut the furrow. The sound is thus reproduced.



Edward D. Easton,
Pres. and Gen. Mgr. American Graphophone Co.

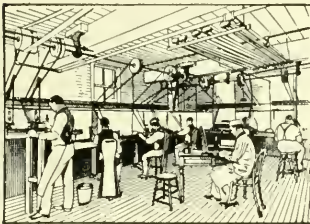


FACTORY OF THE AMERICAN GRAPHOPHONE CO.

While much of the work about the Graphophone Factory is such as may be seen in any factory where fine metal work is done, there are several departments where the processes are unique. One of these is the department where the wax cylinders used in making records are moulded and polished for use. The rough wax is melted in great steam-jacketed kettles in a room on an upper floor. It is drawn off in a pipe to another big kettle or vat, on the floor below where it is kept in a melted state, filtered and cleaned. Thence it passes to the floor below, where it is mixed with chemicals necessary to give it the proper consistency. Then it is ready for the mould. The moulds are arranged in rows around a great flat wheel, about six feet in diameter. As the wheel revolves, a man ladles the melted wax into the moulds. By the time the filled mould reaches a man on the other side of the wheel, the wax has hardened and the rough cylinder can be taken out. The moulders have to work rapidly, as the wheel keeps moving around, taking in loads of melted wax at one point and discharging rough moulded cylinders at the other side. These rough cylinders are then taken to a department, where they are reamed and then shaved or polished. Much of this work is done with great rapidity on shaving machines or lathes especially designed for the purpose by Mr. T. H. MacDonald, the manager of the factory. The tools used against the wax are edged with sapphire.

Another interesting department is the music record department where the musical records used on the talking machines are made. Here a score or more of men are employed testing the records, putting them up in neat boxes, labelling them and storing them away in proper order. Thousands of these records are made in a day. This department is a sort of musical Babel. A visitor will hear a dozen or more tunes at once issuing from the horns of as many Graphophones. Each tester, however, is interested in the particular musical record he is trying, and such is the force of training he hears nothing else.

In one cozy corner of the factory building is the lapidary's room, the department where men are engaged in fashioning the minute cutting points and balls of sapphire used on the recorders and reproducers. Sapphire is used for this purpose because no metal is durable enough. The wax cylinders seem soft enough, but the constant attrition soon wears a steel point out of shape. Next to the diamond the sapphire is the hardest of the precious stones. The sapphire arrives at the Graphophone factory in rough lumps. With fine saws the lumps are divided into thin slabs. Again the slabs are sawed up into little four-sided sticks, and the sticks are cut up into tiny blocks or cubes. Each cube is then fashioned either into a cutting point or a ball for a reproducer.



The Sapphire Cutting Room.

Another part of the factory where one can see work that is out of the ordinary is a section of one of the long rooms where men are engaged in completing the recorders and reproducers. In the rubber or aluminum case is inserted a glass diaphragm about an inch in diameter. This is placed between two small gaskets or rings of rubber, which allows the diaphragm to play or vibrate when a sound wave strikes it. The sapphire point is attached to the outside of the diaphragm. These glass diaphragms are made in France of the finest rolled plate glass. They are 7-1000 of an inch in thickness, or much thinner than a sheet of writing paper.

The making of Graphophones is not the only industry pursued in the factory of the American Graphophone Company, though it is the principal one. The Company has patent rights in photograph projecting machines, and manufactures the Graphoscope, a projecting machine devised by Mr. MacDonald, the manager of the factory. Connected with this part of the factory is a film making establishment.

When one remembers that the photographic negative from which films are made is from 50 to 150 feet in length, he can understand that the process of developing and printing from it is very interesting. The dark room is an apartment as large as an ordinary parlor. Here the photographer

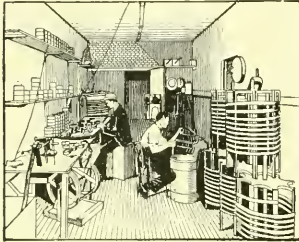


Finishing Cylinders.

and his assistants work, not in the dark, but with the aid of electric lights enclosed in rose-colored bulbs. The negatives are in long bands or strips just as they are run through the camera. The photographer winds them on a big roller or barrel, which revolves in a trough filled with the developing solution. Two or three turns of the crank bring the pictures out. The work of getting views or subjects for these films is directed from the factory, and cameras for the purpose have been made and perfected there.

The Manager and Superintendent of the factory is Mr. T. H. MacDonald, a well-known resident of Bridgeport. To his inventive genius is due much of the improvement in talking machines, and in the processes of manufacture.

The Assistant Manager is Mr. Clement March, a graduate of the Massachusetts Institute of Technology, and the Assistant Superintendent is Mr. E. E. Norton, who has charge of the mechanical work.

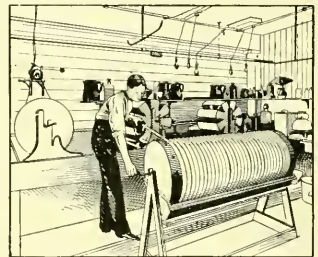


Making Graphoscope Films.

The American Graphophone Company was organized shortly after patents for the Graphophone were issued in 1887. Its promoters were mainly professional men in Washington who believed they saw in the invention a very desirable substitute for shorthand amanuenses. It is an interesting fact in the history of the enterprise that the earlier efforts of those whose capital was invested in it were directed almost wholly to introducing the Graphophone for business uses. Experience soon proved, however, that the use of the machine for entertainment purposes afforded a field almost unlimited, and the demand for machines for such purposes steadily grows from year to year. From the

factory point of view, by far the most important aspect of the Graphophone is that of the pleasure maker. There is practically no limit to the number that may be used for this purpose. Early in its history the Graphophone Company leased its rights to the North American Phonograph Company, but when that concern went out of existence it entered into the field as a manufacturer. It, however, made no marked headway until a succession of changes brought the present management in control. Then the concern was reorganized, the company rehabilitated and refinanced, the factory methods revised, and the whole establishment put on a strictly business basis. The result has been a rapid and steady growth. The Columbia Phonograph Company had secured through its capable management the position of the principal dealer in the world in talking machines and talking machine supplies, and upon the reorganization of the American Graphophone Company the Columbia Phonograph Company became its sole sales agent. Now, through the Columbia Phonograph Company, the American Graphophone Company is represented in attractive buildings in New York, Paris, Chicago, St. Louis, Philadelphia, Baltimore and Washington, besides having agencies in other cities.

The officers of the American Graphophone Company are: Edward D. Easton, President and General Manager; Wm. E. Bond, Vice-President; Wm. Herbert Smith, Treasurer; Paul H. Cromelin, Secretary. Directors: M. E. Lyle, Andrew Devine, Chas. S. Tainter, Edward D. Easton, Wm. E. Bond, R. O. Holtzman, Wm. Herbert Smith, John J. Phelps and R. F. Cromelin.



Developing a 150-Foot Negative.

Of all the men who have been connected with the talking machine as a business enterprise, Mr. Edward D. Easton, the President of the American Graphophone Company, is by far the best known. He began his business relations with the Graphophone when the Graphophone was invented, and has devoted himself to it ever since. He is a native of Massachusetts, and possesses the best of New England traits. His boyhood was spent in the vicinity of Hackensack, New Jersey, where he entered newspaper work as an assistant editor when about fifteen years old. He became an expert stenographer early, and after doing considerable shorthand work for various newspapers, went to Washington to take a position as a stenographic clerk in the Light House Board. He maintained

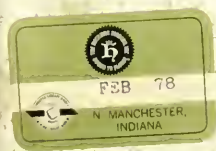
his connection with the Government for seven or eight years, when he resigned to enter a more lucrative field that opened before him in general reporting. Mr. Easton reported the Guiteau trial, the long, drawn-out Star Route trials, and many other famous cases. His reputation as a stenographer was of the highest character, and he was constantly employed in various parts of the country, but chiefly in Washington, in the most lucrative work. After making, before he was thirty years old, a record in the shorthand profession, which can be equaled by few of those who have given a lifetime to the calling, he stepped out of it to devote his energies and talents to the talking machine. He was one of the first to appreciate the practical uses of the invention, and to put it into service in his own business. The great future he saw for it induced him to invest his capital in it, and to devote his life to it. He organized first the Columbia Phonograph Company, which originally was a local concern operating in Maryland, Delaware and District of Columbia. Of the several local companies organized about the same time, the Columbia Phonograph Company was the only one that achieved marked success. This was due to the fact that its energetic President both understood the machine he was handling, and had as well a wonderful aptitude for business and organizing ability. These qualities became more and more evident as years passed on, and the Columbia Phonograph Company grew from a local concern into an establishment whose operations are world-wide. This success naturally brought him to the Presidency of the American Graphophone Company, and placed him at the head of the talking machine business of the world. The skill with which he, in an incredibly short time, brought the American Graphophone Company up from a state of despair to an enviable degree of prosperity, has been remarked with wonder by many financiers familiar with the difficulties in the way. United with a thorough knowledge of the talking machine, he possesses rare financial skill, and enjoys the thorough confidence of all whose capital has been invested in the enterprise. Under his direction the factory in Bridgeport has steadily grown in size, processes have been perfected, and the talking machine itself greatly improved.

THE BULLARD MACHINE TOOL COMPANY.—When the visitor to Bridgeport's mechanical establishments notes that eighty-one factories in this city alone use machine tools in the production of their special lines of work, the position of this concern in the industrial world becomes more strikingly evident. When further a plant covering a space, 400 by 160 feet, and occupying a number of connecting buildings is observed, and when it is known that a force numbering between 150 and 200 is employed upon labor demanding more than common intelligence and skill, the importance of the Bullard Machine Tool Company begins to be in a measure realized. It was in the year 1880 that Mr. E. P. Bullard brought the Bridgeport Machine Tool Works into being. Fourteen years later that company was incorporated under the present name, and with Mr. Bullard as its President, H. A. V. Post as Treasurer, and A. H. Bullard, Secretary, it began an era of continuous development along original and independent lines. This latter fact is one to which the company calls attention. It is not bound down to the hard and fast methods of predecessors and contemporaries, but seeks results from its own lines of thought and action.

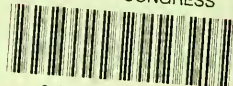
To-day its special machines are assisting in the manufacture of the appliances of other great corporations, helping to realize the claims of railroads, shipbuilding concerns, and the production of mechanical devices in this country and abroad.

The Bullard Machine Tool Company manufactures many machines, boring and turning mills, lathes and turret machines, unusually complete in their appointment and high grade, being those to which particular attention is given. The most recent structure which the company has erected is perhaps an unexcelled workshop, its massive walls and roofs being of the most modern build, and the science of the present day architecture providing light and air comfort to scores of workmen.





LIBRARY OF CONGRESS



0 014 078 930 6